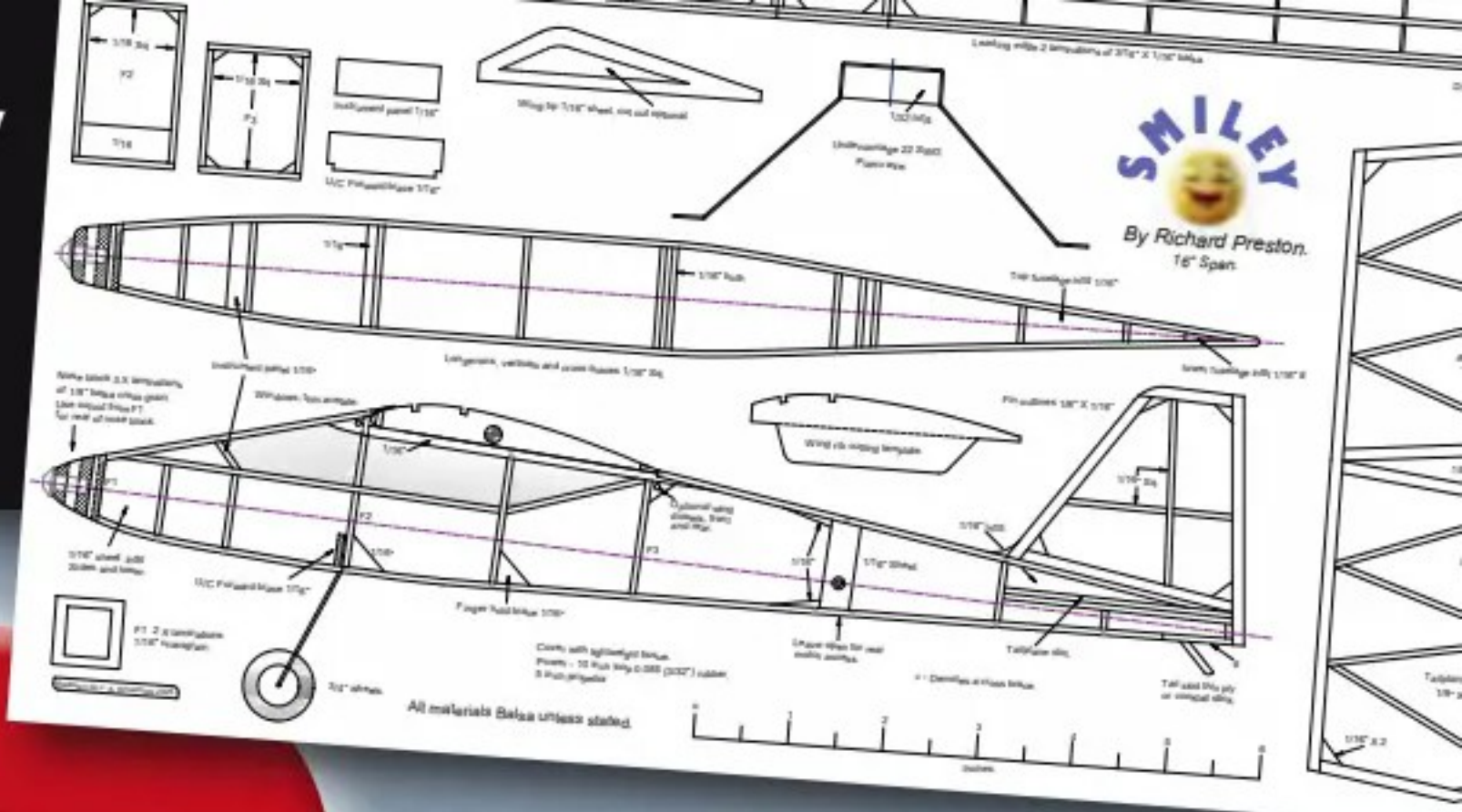


ISSUE
1061
Est. 1935

FULL SIZE FREE PLAN
RICHARD PRESTON'S **SMILEY**



October 2025
No. 1061 (143) £6.99
www.aeromodeller.com

DOOLITTLE
MEDIA



POWER TRIP
MILLS 1.3 MARINE

THE OBSESSIVE BUILDER'S DIARY

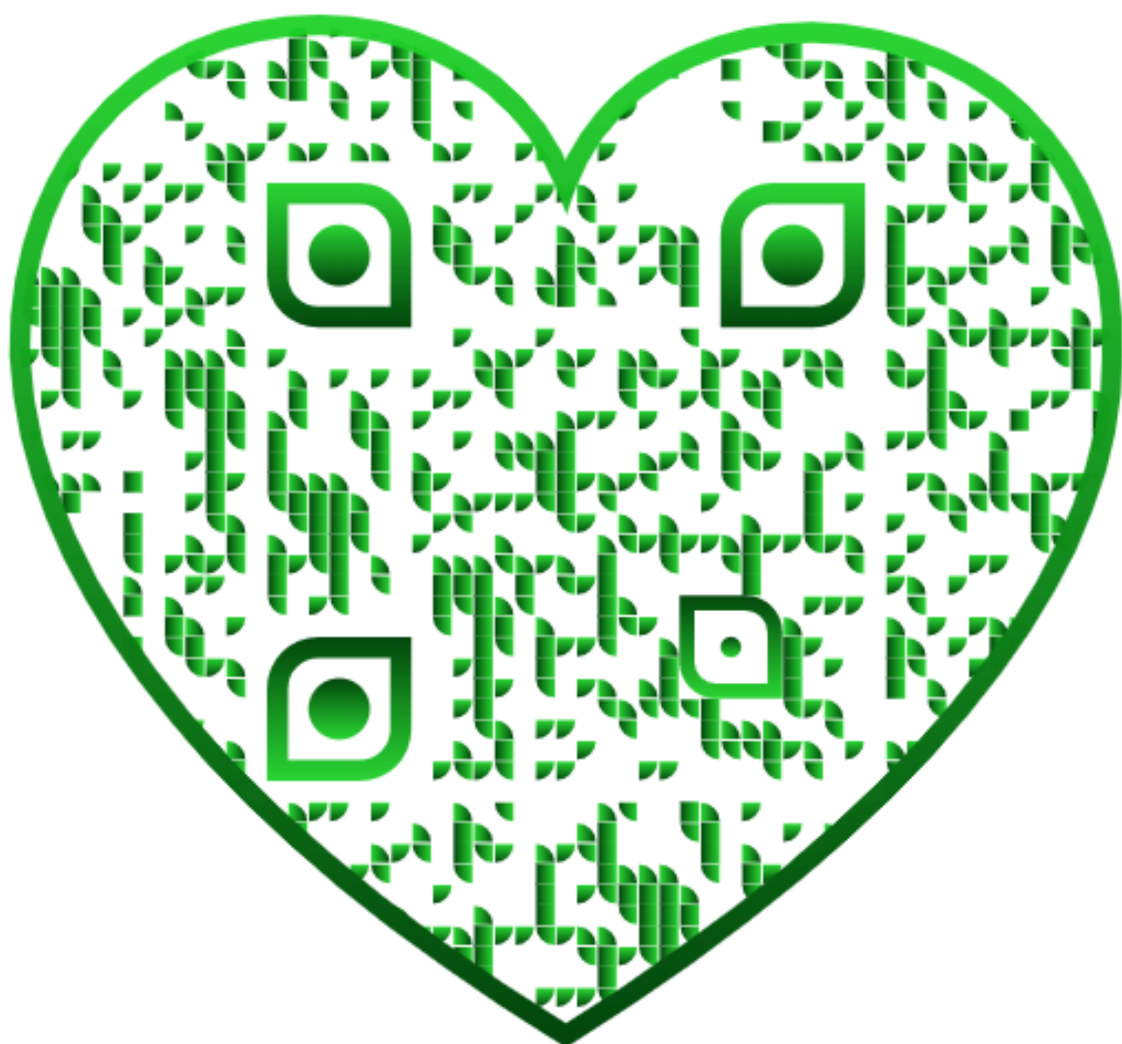
FF SCALE MATTERS

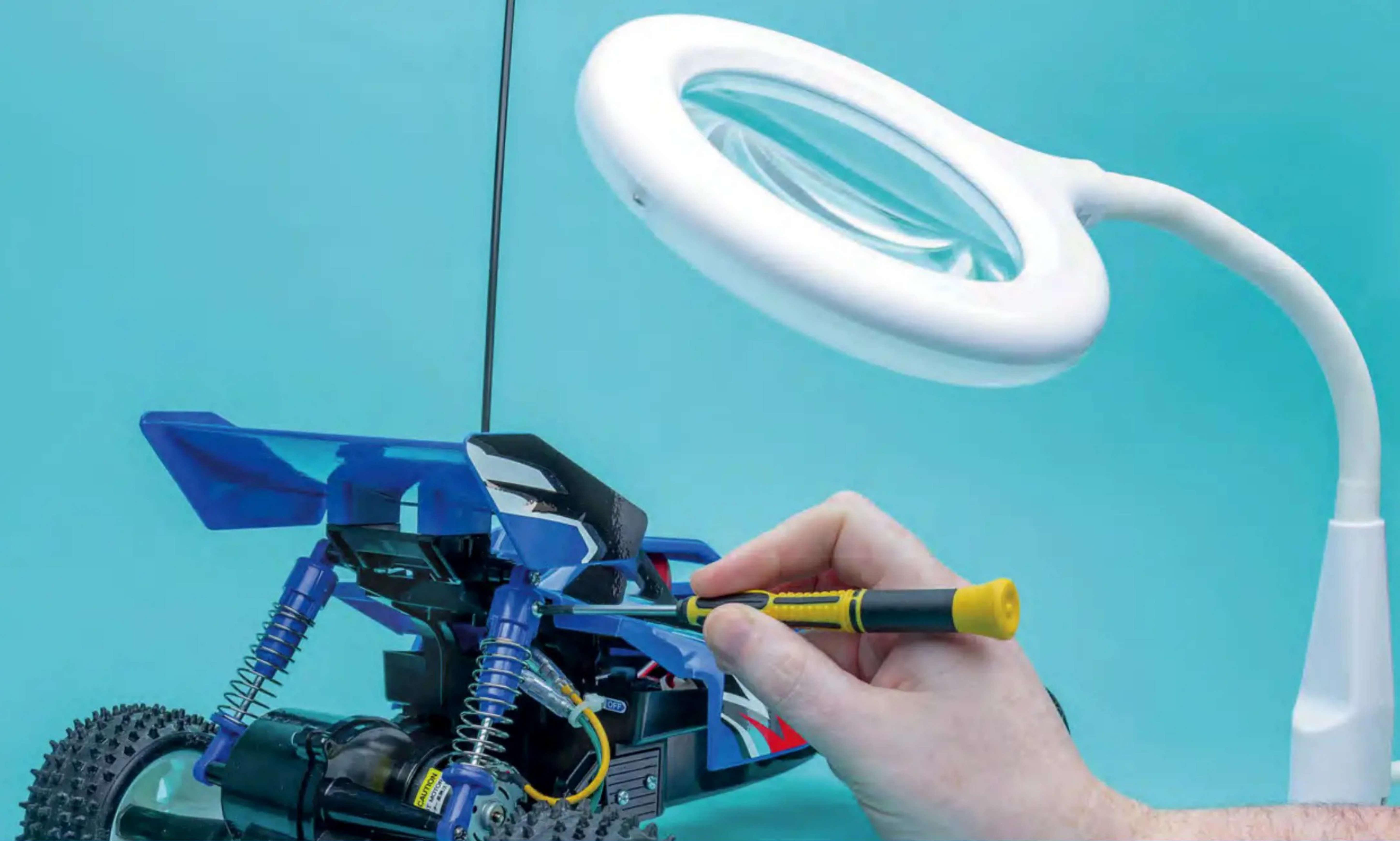
FLIGHT OF THE RADIO QUEEN

GBR 66794

WORLD FREE FLIGHT
CHAMPIONSHIPS
GOLD AND SILVER FOR UK!

AEROMODELLER 90TH ANNIVERSARY • NSW AUSTRALIA SCALE WEEKEND • PONTEFRAC PANDAS FLY-IN • 'JESTER' RC SPORT MODEL • MORE...





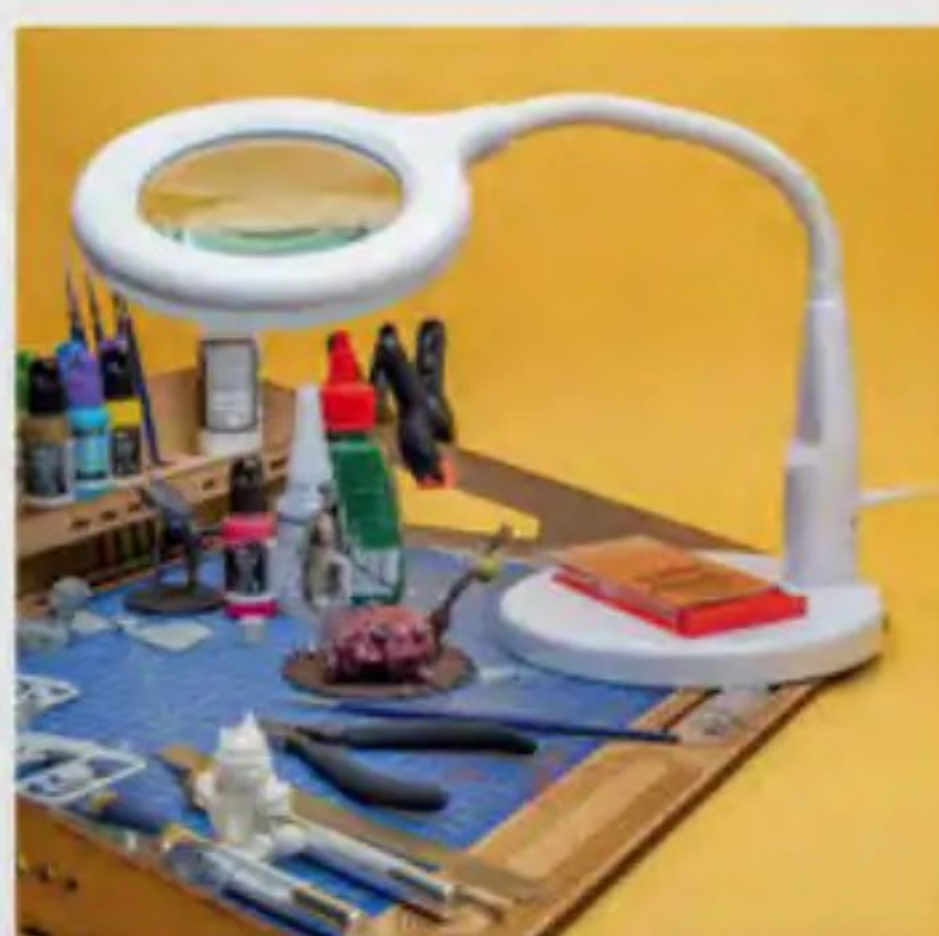
LightCraft

LED Magnifier Lamp

LC8080USB
RRP £29.99

- 36 LEDs, 6500K daylight
- High-quality 100mm glass lens
- 3 dioptré (1.75x magnification)
- Easy positioning with flexi neck
- Perfect for hobby and craft

An excellent value magnifier lamp with easily adjustable flexible neck that provides balanced, steady lighting. Cool white LEDs produce clean bright lighting that's shadow-free, cuts glare and helps reduce eye strain and headaches, perfect for detailed work.



CONTENTS

AEROMODELLER 1061 [143] OCTOBER 2025 - Next issue published on 16th October 2025

04 HEARD AT THE HANGAR DOORS

EDITORIAL, NEWS AND VIEWS.

09 UP & COMING

CALENDAR OF EVENTS.

10 POWER TRIP - MILLS 1.3 MARINE

TO CELEBRATE MILLS' 80TH ANNIVERSARY, THIS MONTH MARIS DISLERS REVIEWS A REAL RARITY, THE MILLS 1.3 MARINE ENGINE. THERE WAS EVEN A WATER-COOLED RIPMAX VERSION OF THIS VERY RARE ENGINE.

14 FREE FLIGHT WORLD CHAMPIONSHIPS 2025

TEAM GB WON A GOLD AND SILVER MEDAL AT THE WORLD CHAMPIONSHIPS IN ROMANIA, HERE ARE ALL THE RESULTS.

18 PHOTO REPORT - 2025 TRANS-TASMAN SCALE EVENT TAKES FLIGHT IN NSW AUSTRALIA

ROY SUMMERSBY AND WARREN LEADBETTER REPORT ON THE EVENT, HELD IN PERFECT WEATHER, WITH INTERNATIONAL CAMARADERIE, AND STUNNING CRAFTSMANSHIP ON DISPLAY.

22 JESTER RC, DESIGNED AND BUILT BY BILL LISTER, WITH COVERING AND FINISHING BY BRIAN SPENCER

BRIAN SPENCER DESCRIBES HOW HE WAS ASKED TO FINISH AND TEST FLY A FRIEND OF A FRIEND'S RADIO CONTROL 'JESTER' DESIGN, WITH HELP FROM SARIK HOBBIES.

32 FREE PLAN - RICHARD PRESTON'S SMILEY

THIS MONTH'S FREE PLAN IS A DELIGHTFUL RUBBER POWERED INDOOR FREE FLIGHT DESIGN BY RICHARD PRESTON. 'SMILEY' FOLLOWS ON FROM RICHARD'S VERY POPULAR 'FROGWELL FLYER' RUBBER POWERED INDOOR MODEL THAT WAS PUBLISHED IN THE JULY 2024 AEROMODELLER.

38 PHOTO REPORT - PONTEFRAC'T 'PANDAS' 13TH FLY-IN AND RETRO RC WEEKEND

ANDREW BODDINGTON WAS THERE WITH HIS CAMERA TO CAPTURE THIS POPULAR ANNUAL EVENT FOR TRADITIONAL RC AND CL FLYERS.

44 THE OBSESSIVE BUILDER'S DIARY 3 - FAST AND AGILE!

HERE IS JOHN PERIC'S LATEST INSTALMENT OF HIS OBSESSIVE BUILDERS DIARY. THIS TIME JOHN DESCRIBES BUILDING A LOW WING VERSION OF HIS RCM TRAINER JR, WHICH FOR ONCE HAS ACTUALLY BEEN REDUCED IN SIZE. JOHN HAS ALSO INVESTED IN A NEW WORKSHOP TOOL, AND TRIED A NEW WAY OF PAINTING HIS MODELS, AS WELL AS PLANNING TO BUILD AN ENGINE.

50 THE FLIGHT OF THE RADIO QUEEN BY TREVOR WATERS

TREVOR WATERS RECOUNTS A DARING FLIGHT WITH A FRIEND'S RADIO QUEEN, LONG BEFORE HEALTH AND SAFETY HAD EVEN BEEN THOUGHT ABOUT. SHORTLY BEFORE THIS ISSUE OF AEROMODELLER WENT TO PRESS, WE LEARNED OF THE SAD PASSING OF TREVOR WATERS. WE HAVE OPTED TO PUBLISH THE ARTICLE, AS WE ARE SURE IT IS WHAT TREVOR WOULD HAVE WANTED.

52 AEROMODELLER 90TH ANNIVERSARY

TO CELEBRATE AEROMODELLER'S 90TH ANNIVERSARY YEAR, THIS MONTH WE ARE LOOKING BACK AT SOME OF THE REGULAR FEATURES THAT APPEARED IN AEROMODELLER FOR A NUMBER OF YEARS, PERHAPS WE SHOULD CONSIDER BRINGING SOME OF THEM BACK?

58 SCALE MATTERS - THE EDDIE RIDING FREE FLIGHT SCALE EVENT AT BUCKMINSTER

THIS MONTH PETE FARDELL REPORTS FROM THE FESTIVAL OF SCALE AT BMFA BUCKMINSTER WHERE THE EDDIE RIDING SCALE CONTEST WAS FLOWN IN PERFECT CONDITIONS, BUT SADLY WITH FEW COMPETITORS.

62 COTTAGE INDUSTRY DIRECTORY

64 NEXT MONTH

A PREVIEW OF WHAT'S COMING IN THE NOVEMBER 2025 AEROMODELLER.

66 TAIL END CHARLIE

THE THOUGHTS OF CHRIS OTTEWELL.

AERO MODELLER

Issue 1061 October 2025
(Issue 143 since relaunch)

How to contact us:

Tel: 01525 222573

Email: enquiries@doolittlemedia.com

Editorial:

Editor: Colin Sharman

Email: editor@aeromodeller.com

Publisher: Alan Harman

Administration: Russell Wray

Editorial Design: Alex Hall

Advertisement and circulation:

Aeromodeller, Doolittle Media, The Granary, Doolittle Lane, Totternhoe, Bedfordshire LU6 1QX, England

Tel: 01525 222573

E-mail: enquiries@doolittlemedia.com

Newstrade:

Select Publisher Services, 3 East Avenue, Bournemouth, BH3 7BW

Tel: 01202 586848 E-mail: tim@selectps.com

Subscriptions:

Aeromodeller, Doolittle Media, The Granary, Doolittle Lane, Totternhoe, Bedfordshire, LU6 1QX.

Tel: 01525 222573

Subscribe: 12 issues - UK £75, Europe £100, Worldwide £115

Website: www.doolittlemedia.com

AeroModeller is published monthly by Doolittle Media, Doolittle Mill, Doolittle Lane, Totternhoe, Bedfordshire, LU6 1QX. Entire Contents © 2025 Doolittle Media. Reproduction in part or whole of any text, photograph or illustration without written permission from the publisher is strictly prohibited. While due care is taken to ensure the content of AeroModeller is accurate, the publishers and printers cannot accept liability for errors and omissions. Advertisements are accepted for publication in AeroModeller only upon Doolittle Media's standard terms of acceptance of advertising, copies of which are available from the advertising sales department of AeroModeller.



On the Cover:

The new Free Flight F1C World Champion, Neil Allen of Team GB, carefully watches the opposition on the flightline in Romania. The full World Championships results are on Page 14.

18

HEARD AT THE HANGAR IDOORS

AEROMODELLER 90TH YEAR ANNIVERSARY FEATURE

2025 marks the 90th anniversary of AeroModeller magazine, the first issue was published in November 1935, and this is the 1056th issue. This is a record that I believe is unmatched anywhere in the world of model aircraft publications.

To mark the 90th Anniversary, throughout 2025, we are including some reprinted AeroModeller covers and articles from each of the nine decades of AeroModeller.

This month we are looking back at some of the regular features that have appeared in AeroModeller over the years. Many vintage aeromodellers wonder why we have not continued with some of these features up to the present day. The answer to that is, as the current Editor, I believe that one of the main reasons that AeroModeller has survived for 90 years is that down the years the magazine has continually evolved and developed to reflect the changing times we have lived through, and the associated changes in culture, and society in general. Indeed, some of the ideas that were promoted in the early years of AeroModeller would be regarded as culturally offensive these days, and so the magazine has to reflect the current, and perhaps more liberal views that are evident today.

I am equally sure that the magazine will continue to evolve in the future as well. How long that future may be is impossible to tell, however as more and more publications become online oriented, the day may come when AeroModeller exists purely as a digital online publication. That might horrify a lot of our more mature subscribers and readers of the print version of the magazine, who have bookshelves that are creaking under the weight of their AeroModeller collections that stretch back over many decades, however it has to be said that in recent years there has been a steady migration of print version readers to the online digital version. There are also those readers who subscribe to both versions of AeroModeller, which I suppose is the best of both worlds.

The print version subscribers and readers can rest assured however, that I will strive to keep the print version of the magazine going for as long as possible, whilst at the same time ensuring that the online digital version of AeroModeller is also produced, long may both versions of our beloved magazine continue! ■



OXFORD MFC SUMMER AND AUTUMN EVENTS

Here is a reminder for the remaining Oxford MFC Scale event, and Autumn Duration event, that had to be postponed from August 30th. Both events are open to non-members of the Oxford club.

This events will be flown on the popular and reasonably central Port Meadow flying site on the Northern side of Oxford. Please note that all of these events are run from 9.30am - 1.00pm.

BMFA SCALE COMPETITION - SATURDAY 27TH SEPTEMBER

- **BMFA Flying Only (IC/CO2/Electric/rubber) to new BMFA rules** - includes some minor static + workmanship marks.
- **OMFC Hi-start Scale Glider** - Peterborough bungee, total of three flights, no static judging.
- **OMFC Scale Rubber Duration** - max span 36" monoplanes, 30" multi-wing, no static judging, 90 s Max, best of three flights + bonuses counts. Flyoff if necessary.

AUTUMN DURATION COMPETITION (INCLUDES SOUTHERN COUPE LEAGUE) - SATURDAY 18TH OCTOBER (POSTPONED FROM 30TH AUGUST).

- **Vintage/Classic A1 Glider** - 90 seconds Max, total of three flights. Bungee is 12 metres 3/16" rubber plus 38m towline.
 - **Vintage/Classic Glider** - 60 inch span limit, 90 seconds Max, total of three flights.
- (For both the above, launch using either the supplied bungee (10m of 3/16" rubber and 40m of line) or a 50 metre towline, at the discretion of the entrant).
- **Coupe d'Hiver** - Total of three flights, 90 seconds Max.
 - **Catapult glider** - 60 seconds Max, total of 5 flights.
 - **OMFC Scale Rubber Duration** - max span 36" monoplanes, 30" multi-wing, no static judging, 90 seconds Max, best of three flights + bonuses counts. Flyoff if necessary.
 - **E20** - Total of three flights to the NFFS Rules, 20 seconds motor run (10 seconds in the Flyoff), 60 seconds Max, minimum weight 28.5 gms, motor 8.5 mm x 20 mm Coreless, single cell LiPo, prop max 2.7" diameter. This contest is being run by the AeroModeller Editor Colin Sharman.

Rules for all classes at <https://oxfordmfc.bmfa.club/event-rules/> ■



4TH PETIT CLASSIQUE DE BRUM, MOD NORTH LUFFENHAM, SAT 20TH OR SUN 21ST SEPTEMBER 2025

There is just time to get your models ready for this coming weekend, and head towards RAF North Luffenham for the 4th Petit Classique de Brum event. This year the event has the following format:

A competition of 3 flights, no rounds. Start 10.00 end 16.00, followed by Fly-offs as required. Max and Fly-off (not DT) to be

determined by the CD on the day with regard to weather and other conditions.

CLASSES WILL BE:-

- F1G including Pre1970 & Vintage Coupe. (a round of the SCL)
- Classic A1 including any straight tow A1.
- Combined E36 + 1/2A power (both 8 second run).
- Classic Glider (50m line).
- Mini Vintage. NOTE MV power run will be 15s max.
- Competitors may enter two models, separately, in each event. Highest placed entry to count, NO SUBSTITUTION of parts nor model permitted.

Entry £10 for the day, prizes for 1,2&3 in each class with at least one prize reserved for the best placed pre1970 Coupe and Classic A1.

NOTE TO POTENTIAL FLIERS: -

The decision of which day we will fly will be notified by email by the evening of Thursday 18th. If the forecast is for VERY INCLEMENT weather on both days, then WE WILL POSTPONE. If you received a personal email from me with an update regarding this event then you're on "the list". If you didn't then you need to contact me by email if you think you might attend so I can add you to it.

Gavin Manion - gavin.manion84@gmail.com

Stu Darmon - Tel 01858 882057

There will also be an E20 Contest, to the NFFS Rules, which will be run by the AeroModeller Editor Colin Sharman, see the poster for full details. ■





Cocklebarrow Farm SAM 35 Event was held on a glorious Summer's day, with blue skies all day. There was a very healthy and enthusiastic turn out, with all kinds of pre-1975 designs in evidence. It was bit breezy at time, however this did not deter many of the attendees from taking to the sky.

Mike Spence with his new 'Peacemaker' model. The model has been converted from the original classic George Aldrich Control Line Stunt design, which appeared in AeroModeller in February 1958 for 2.5-3.5cc engines, to an electric powered 3 channel RC model, which will be featured as a Free Plan in AeroModeller in the next few months.



FINAL SAM 35 COCKLEBARROW FARM EVENT FOR 2025

Last month we mentioned the ever-popular SAM 35 Cocklebarrow Farm events, two of which were held on 20th July, and 17th August. The final event for this year is on 21st September. The site is located near Northleach in Gloucestershire, it is signposted from the A40 between Northleach and Burford. For more information on the event contact Tony Tomlin on 07767-394578, or at pjt2.alt2@btinternet.com, the details will also be published in the AeroModeller 'Up & Coming' Calendar pages for July, August and September.

The Cocklebarrow Farm events are organised by Tony Tomlin and his wife. They have announced that due to their age, and health issues, that they will not be running any further Cocklebarrow Farm events in 2026. They are looking for an organiser, or organisers, to take on the running of these wonderful events for 2026 and beyond. If this is something that you would consider taking on, please get in touch with Tony at the contact details above.

With the demise of the Old Warden ModelAir events, at least for 2025, it is vitally important that an individual or club step up to take on the running of the Cocklebarrow Farm events. Here are a few photos from last month's Cocklebarrow Farm event to whet your appetite.

At the 17th August event at Cocklebarrow Farm, the following letter was handed out to all the entrants, it very helpfully spells out exactly what is required to run the Cocklebarrow Farm events:

Finally, to round off the vintage flying season, on 11/12th October there is the SAM 35 Autumn Gala, at BMFA Buckminster, which will also feature the final SwapMeet of the year. Full details are in the 'Up & Coming' Calendar on Page 9.

So come on everyone, get those power Vintage cabin Free Flight, Control Line and RC Assist models out for the remaining Vintage events for this year! ■

"COCKLEBARROW VINTAGE 2026+ THE FUTURE!!

The Cocklebarrow R/C Vintage event at Aldsworth Glos. Has been running for 35+ years. The Tomlin Family (Tony, Pam, Ted and Linda) took over 8+ years ago but now sadly due to age and illness we have decided that the 2025 meetings are the last we will run.

As many will know, this is a "pop" up event (not a club event) and is constructed the Friday before the event and taken down the Sunday evening after the event.

To enable this important event to continue, we require a new team to take on running the event.

Equipment required: A gazebo. Approx 35 ground spikes (stakes). Approx 300 ft of safety tape. Windsock, A Toilet tent and chemical toilet. Signage etc. All this equipment is available.

The procedure is: In March speak to the farmer and book the field for the 3 dates in July, August, and September generally 5 weeks apart. Advertise the meeting in SAM 35/1066 and the modelling press and Contact the BMFA and book the event in forthcoming events section. Arrange to have the strip cut shortly before the event.

Normally on the Friday before the event lay out the field with safety tapes, signs, Gazebo, Toilet Tent dig a discreet hole for the chemical toilet contents.

On the Sunday of the event you will require your team to operate the control gazebo to check all fliers BMFA insurance, logging the fliers name and BMFA number and models to be flown. This is logged on the control board. (easier to show than to explain). Also required will be a flight line marshal and a car park assistant to help as the cars arrive bearing in mind parking is tight. Also a person to keep an eye on the chemical toilet. (Not as onerous as it sounds).

At the end of the day the site is taken down, the toilet hole re-instated, walk the field for any scraps of litter.

We will of course give guidance on setting up the site.

THIS IS SERIOUS AND WITHOUT YOUR HELP THE MEETING WILL CEASE TO EXIST AFTER THIS YEAR.

Contact Tony Tomlin for further information and help.

pjt2.alt2@btinternet.com

07767394578 02086413505."





Richard Falconer, on the left, and Gary Law of Oxford MFC, clearly had a very enjoyable day at the Senator Celebration Event!

SENATORS OVER BUCKMINSTER!

In mid August there was a tremendous turn out of Keil Kraft Senator's at the 'Keil Kraft Senator Celebration Event' at Buckminster, organised by the ever-innovative Peterborough Club, with events for Senator Precision, Duration and even a Concourse event! Triumphant in the Precision Class was Richard Falconer, with a highly impressive score of 171 out of 180. Richard pointed out that he built his Senator exactly as per the plan, used only four strands of rubber, and did not do any trimming! ■



Richard Falconer looks suitably triumphant after his win in the Senator Precision event with a 171/180 score!

LETTERS TO THE EDITOR

From John Haren, on the Lifting Tailplanes debate.

The latest instalment on this continuing debate was in last month's AeroModeller, from Trevor Waters, the author of the original article in the October 2024 AeroModeller. John Haren has sent in the following comments on this interesting debate, over to John:

"While I don't wish to make this into a Saga - I thought the following points are relevant.

Re Peter Martin's response in the August issue to Trevor Water's comments on Lifting Tailplanes, the issue of airfoil camber does not appear to have been considered.

While I agree with Peter's comments - the considerable pitching moment of the cambered airfoils common to FF gliders particularly has a considerable bearing on tailplane load - more so when moving fast as for example during the zoom phase of the launch for A2 gliders.

It's interesting to see that the airfoil shown on Matt Gewain's A2 has a camber of around 7% with a thickness of 8%. While these figures would not be exact due to the inherent errors in tracing off the plan - they would be close to the values used during this period. The net result increases the tail loads (and wing torsional loads during launch). This class of airfoils would not appear to be viable for today's high power zoom launches - unless flapped.

My experience with RC Gliders and particularly with F3B, indicates how tail loads affect performance. Tail loads for F3B vary from +(up) to negative(down) depending on speed but need to be low to reduce drag. In order to reduce the tail load (positive) at speed on the early F3B models - it was common practice to move the CG back(40% or more) to reduce the tailplane load and drag due to the 3.5 % camber airfoils common on the early gliders used prior to 1980. Tailplane load became a prominent F3B design issue and led to a vast reduction in the camber (to around 1.5%) used, which also allowed smaller tails as well.

Early FF models - Oldtimer era - had large pitching moments due to the high camber airfoils commonly used, and due also to their short moments, required very large tail areas and would undoubtedly be required to carry a positive tail load for balance and stability.

Regards,
John."

From Peter Martin, also on lifting tailplanes:

"Now, as Trevor observes, there is a nose-down moment produced by the CG in front of the sum of lift forces which act at the aerodynamic centre (AC). The next question is - What is the value of that nose-down moment? We have 105.417% of wing lift (sum of wing and tail) effectively acting at the aircraft AC and a gravitational force equal to 105.417% of wing lift also acting at the CG in steady flight, these 2 forces form an opposing "couple" separated by 9.4% chord distance, so the nose-down moment is $105.417 \times 9.4 = 991$. Readers should be aware that drag forces are neglected throughout this discussion, as their effect on aircraft pitching is usually considered negligible. Readers will note that the nose-up at the aircraft AC is perfectly balanced with the nose-down due to the "couple" of summed lift and gravity! This further answers Trevor's question - The lifting wing and lifting tail are in perfect balance measured at the CG, but the nose-up force comes from the wing and tail moment when measured further back at the AC, not from tail downforce. At this point, Trevor's questions are answered and a lifting tail is demonstrated beyond doubt including mathematical proof, so the matter seems to be closed.

On Trevor's closing points, he mentions negative tail lift on an Ajax model when trailing edge packing is added - Of course, this just reduces the positive tail lift with a rear CG, it doesn't give negative lift. For full size aircraft, the CG is typically a long way forward compared to a Free Flight model, giving a good safety margin of stability where passengers are involved. This could lead to tail downforce on large aircraft, but does not apply to high performance Free Flight models.

Best Regards,
Peter"

LETTERS TO THE EDITOR

From Robert Ginder, on Walsall Airport!

After Reading the 'Wonderful Walsall' report on the Indoor Scale Nationals in the July 2025 AeroModeller, Robrt Ginder was reminded that there used to be a Walsall Airport, which certainly came as news to me, over to Robert to explain further:

"Hi Colin,

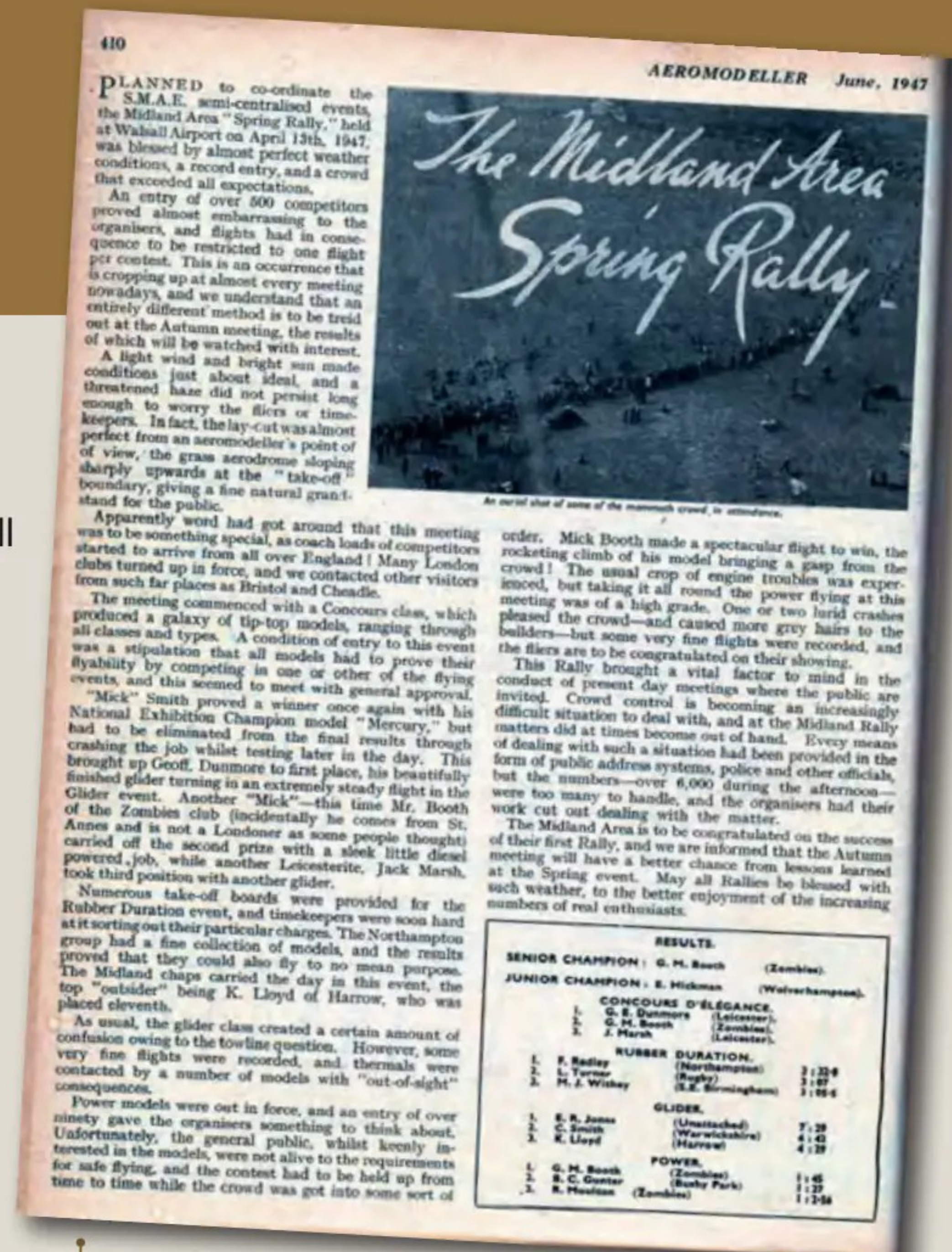
I read with interest the 'Wonderful Walsall' articles on the BMFA indoor scale nationals in your July edition, and was subsequently intrigued to spot a book on Walsall Aviation on a local market stall. This book mainly concerns Walsall Airport, which functioned from the mid 1930s to the 1950s. It was never a commercial success, due largely to competition from the neighbouring Wolverhampton (Pendleford) and Birmingham (Elmdon) airports. However, it did accommodate club flying, glider training and the maintenance and repair of military aircraft, particularly during the Second World War. The official airport opening in July 1935 attracted around 40 visiting aeroplanes and included a model aircraft display by the 'Knights' Model Air Circus'.

A further model flying event worthy of the 'Wonderful Walsall' title was held at the airport in April 1947; this was apparently the first post-war SMAE Midland Area Rally. A glowing description of this appeared in the June 1947 edition of AeroModeller, which can be accessed online. It was obviously a great success with 'almost perfect' weather conditions, which must have come as a welcome relief after the long hard winter of 1947. There were over 500 entrants in the three Free Flight classes and over 6000 spectators! As might be imagined, controlling the crowds and coping with all the competitors was a headache for the organisers, and entrants had to be restricted to a single flight per class.

The evidently high level of enthusiasm suggests an upsurge of interest in model aircraft after the restrictions of the wartime years, contrasting vividly with the current low level of interest in traditional Free Flight aeromodelling. Several members of the Zombies club were amongst the winners, in particular R. Moulton, who was almost certainly the well-known figure Ron Moulton. He and his clubmate Ron Warring (the original two Ronnies?) both became leading writers and designers, making major contributions to AeroModeller.

I am originally from Walsall myself, and though too young to attend the 1947 rally, became a keen aeromodeller as a teenager in the 1960s, with main interests in Free Flight power and single channel RC. I flew mostly in Sutton Park or on a disused airfield near Lichfield, as Walsall Airport was not then available, although it has since been used by the Greenacres club. I took up aeromodelling again during Covid, after a 50 year lay-off, and my main interest now is in vintage rubber models, flying in local fields and at Tatton Park.

Regards,
Robert Ginder"



The Midland Area Rally report in the June 1947 AeroModeller, 500 entries, and over 6,000 spectators!

AND FINALLY

It was a considerable shock to hear at the end of August that Trevor Waters had sadly passed away. Trevor, it seems, had been ill for some time. There is a lovely article written by Trevor in this issue of AeroModeller, on Page 50, in which he describes a record breaking flight from a public park to the club's Control Line site some miles away, with Trevor flying a friend's Radio Queen from the back of the car! Trevor was a highly respected and liked RC flyer for many years, and contributed many fascinating articles to this magazine in recent years, he will be very much missed. AeroModeller sends our sincere condolences to his wife Philomena, and rest of Trevor's family and friends. There will be an obituary for Trevor in a forthcoming issue of AeroModeller. ■

Trevor, and wife Philomena, with Trevor's A10A Number 75-262 at the Paris Yet Show some years ago. Trevor's A10A had this experimental colour scheme applied to assess its effectiveness during the 'Joint Attack Weapons System' (JAWS) Exercise in Germany.



UP & COMING

"WHERE TO SEE MODEL AIRCRAFT FLYING"

(quote from 1937 AeroModeller calendar)

Please note that the events listed are compiled weeks in advance of publication, so please check in case of change - specifically MOD venues such as Salisbury Plain can be cancelled at short notice. For inclusion of your event, please send an email with date and details in a format similar to those shown below to editor@aeromodeller.com

September

■ 21st September
Control Line Aerobatics, Team Selection, BMFA Buckminster, Sewstern, Leicestershire, NG33 5RW. Contact Mervyn Jones - 01943-466377, mervynf2b@outlook.com

■ 21st September
TWIFF (Totton West Indoor Free Flyers), Free Flight only, Electric and Rubber all styles. The hall is the size of 3 Badminton Courts, with no obstruction on the walls or ceiling. Plenty of Parking, Tesco Local nearby for coffee and snacks. Location www.google.com/maps/place/West+Totton+Centre/@50.9103094,-1.5097122,15.5, or car park entrance at playroom.pump.dorm. Contact Ken Brown 02380578866 or 07913814492, brown53hh@gmail.com

■ 27th/28th September
BMFA FF Team Selection Reserve Weekend, RAF Sculthorpe. Norfolk. NR21 7RF. Directions. A148 then B1454. Entrance 100mtr on right, FAI Classes, Contact Phil Ball Phil.ball@ntlworld.com

■ 27/28th September
CL Open Speed & F2A Team Selection, Barton Airfield. Contact Paul Eisner 0208-3942271, theeyesnose@gmail.com

■ 27th September
Port Meadow, Godstow Car Park, Godstow Rd, Wolvercote, Oxford OX2 8PE. Oxford MFC & BMFA Free Flight Scale Competition, BMFA Flying Only, (IC/CO2/Electric/Rubber), Oxford MFC Hi-Start Scale Glider, Peterborough Bungee, Oxford MFC Scale Duration, CD Mike Smith, full details at oxfordmfc.bmfa.club/club-events/ BMFA CD Mike Smith, Contact michaeldocsmith@gmail.com

■ 28th September
BMFA SW Area Indoor Meeting, Tregorrick Leisure Centre, St Austell, PL26 7AG. 12.00 - 16.00, FF and small RC. Contact Ron Marking at ron.marking@btinternet.com

■ 29/30th September
SAM 35 Bucky Power Strugglers meeting, BMFA Buckminster, Sewstern, Leicestershire, NG33 5RW. Sports flying for Vintage RC, CL, FF, no competitions, just relaxed fun flying, likeminded company and plenty of chat. Contact: Phone Andy Brough 07472-079777 or email acbrough@hotmail.com

October

■ 4/5th October
Croydon Coupe Europa / SAM1066, Salisbury Plain Area 8. Start 10.00. Croydon Classes: F1G (in rounds), Vintage Coupe. SAM1066 Classes: Mini Vintage to BMFA rules, A1 / Vintage / Classic Glider (combined) to SAM1066 rules, E20 to NFFS rules. Actual date will be decided on the Thursday before the contest and will depend on the weather forecast. Contact Ray Elliott on 07513 649734 or email ray.elliott8@btinternet.com

■ 5th October
OFMAC Indoor Flying, Abbey Sports Centre, Furlong Green, Berinsfield, OX10 7NR. 09:00 to 15:00. Indoor FF, FunFly and Scale. Ian Melville OFMAC@redkite.aero

■ 5th October
Lodge Farm. FF2 Scale Free Flight Contest. Emphasis on kit scale models. Highest scoring kit wins the Kit Scale Print/ Trophy. Sport flyers with BMFA membership are welcome, £5.00 to fly Plus £5 for the contest, Lodge Farm Church Lane, Sleaford NG34 8QU. Whatthreewords app location - marathons.piston.steaming

■ 11th October
Control Line British Carrier Deck, Class 1, BMFA HQ Buckminster, Sewstern, Leicestershire, NG33 5RW. Contact Andy Housden, 0208-541-0186/07551 924220

■ 11th October
Tonbridge Gassers and Rubber Fanciers, Indoor Flying at Kings Sport Centre 601 Maidstone Road, Rochester ME1 3QJ 6.30 pm until 10.00 pm – Freeflight, Lightweight RC and 3D RC timed flying sessions throughout the evening. Contact Steve on 0208 942 5000 or Eric on 07763 398 416

■ 11th/12th October
SAM 35 Autumn Gala, Swapmeet on the Sunday, Monday is also available for flying, Contact Doug Hunt tel. 07899-938556, email dfhsam35@gmail.com, see SAM35.org.uk for details.

■ 11/12th October
CL Open Speed & F2A Team Selection, Barton Airfield. Contact Paul Eisner 0208-3942271, theeyesnose@gmail.com

■ 12th October
Control Line British Carrier Deck, Class 1, BMFA HQ Buckminster, Sewstern, Leicestershire, NG33 5RW. Contact Andy Housden, 0208-541-0186/07551 924220.

■ 12th October
BMFA FF 8th area Event, Area Venues, Open, FAI (Mick Duce), Vintage/Classic, Mini, Micro, HLG/CLG. Area Contacts.

■ 13th October
CL Elite Voetsek Tribute Racing, run by Peterborough MFC, BMFA Buckminster, Sewstern, Leicestershire, NG33 5RW.

■ 19th October
Peterborough MFC Indoor Meeting, 10.00am-2pm, Location: Bushfield Leisure Centre, Peterborough PE2 5RQ. Large Hall, Low Key Comps, Slow Light R.C. welcome (no Shockies / Helis), Contact: Brian Waterland 01778 343722

■ 19th October
TWIFF (Totton West Indoor Free Flyers), Free Flight only, Electric and Rubber all styles. The hall is the size of 3 Badminton Courts, with no obstruction on the walls or ceiling. Plenty of Parking, Tesco Local nearby for coffee and snacks. Location www.google.com/maps/place/West+Totton+Centre/@50.9103094,-1.5097122,15.5, or car park entrance at playroom.pump.dorm. Contact Ken Brown 02380578866 or 07913814492, brown53hh@gmail.com

■ 25th or 26th October
BMFA FF Midland Gala, RAF North Luffenham, Vintage/Classic, Mini, Micro, HLG/CLG. Contact Phil Ball Phil.ball@ntlworld.com

■ 26th October
BMFA SW Area Indoor Meeting, Tregorrick Leisure Centre, St Austell, PL26 7AG. 12.00 – 16.00, FF and small RC. Contact Ron Marking at ron.marking@btinternet.com

Mills 1.3 c.c. Marine

By far the rarest of all Mills Bros. engines

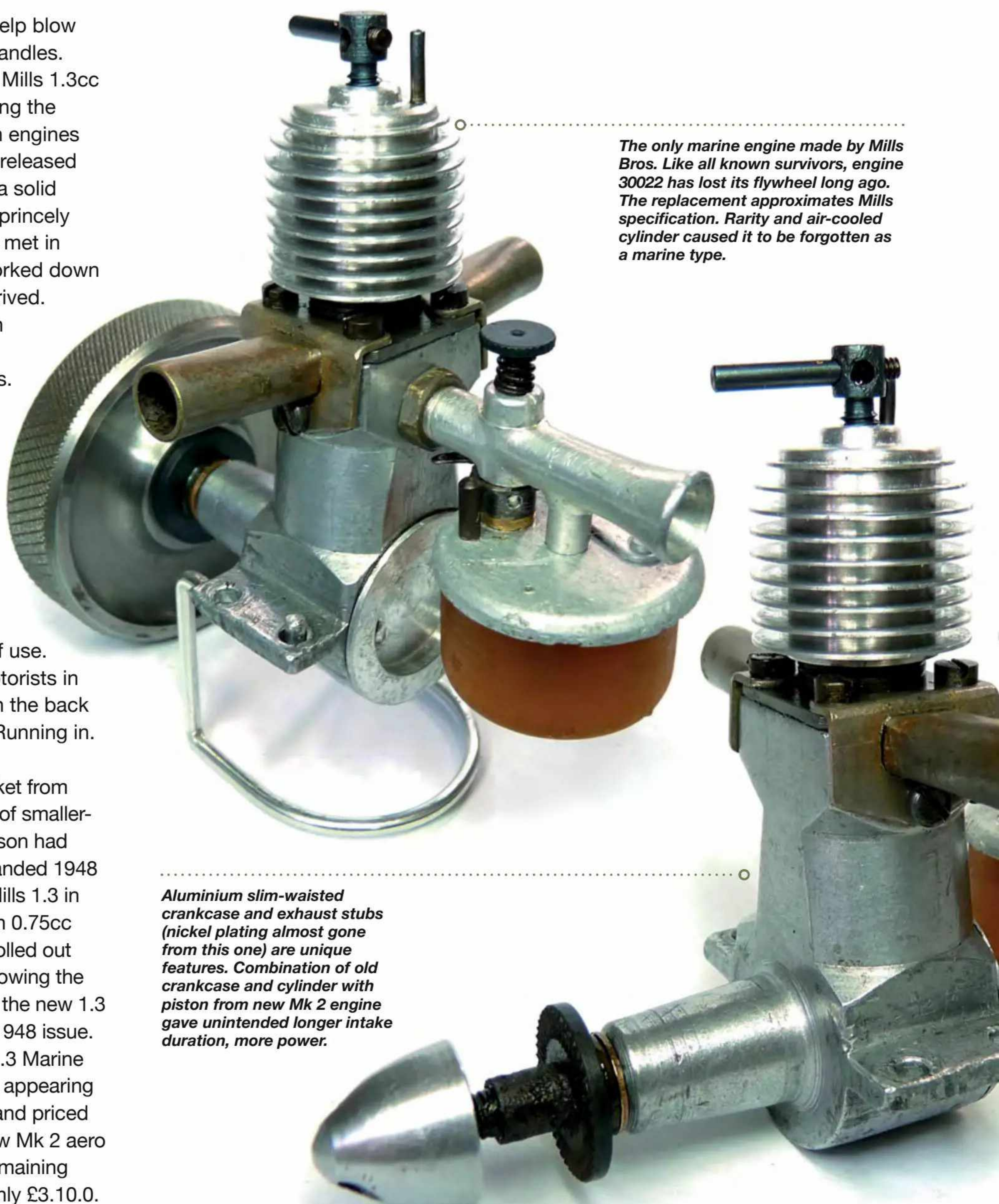
TO CELEBRATE MILLS' 80TH ANNIVERSARY, THIS MONTH MARIS DISLERS REVIEWS A REAL RARITY, THE MILLS 1.3 MARINE ENGINE. THERE WAS EVEN A WATER-COOLED RIPMAX VERSION OF THE MILLS MARINE ENGINE

Take a deep breath, to help blow out the birthday cake candles. Because the venerable Mills 1.3cc diesel turns 80 this year. Among the very first compression ignition engines available in the UK when first released in July 1946, it soon became a solid favourite with modellers. The princely £5.5.6 retail price, sometimes met in instalments, while retailers worked down their "waiting list" as stock arrived.

Owners were rewarded with an engine crafted to Arnold Hardinge's exacting standards. Weighing 4.5 ounces and claimed to turn 9 inch to 11 inch propellers in the 5,000 to 7,000 RPM range. Soon to build a reputation for easy operation and long service life. Indeed, word was about that Mills diesels would only give their best after several hundred hours of use. Reminds me of thoughtful motorists in bygone days, putting a sign in the back window of their car reading "Running in. Please overtake".

With competition in the market from FROG, ED, AMCO and a host of smaller-volume brands, Trevor Woodason had been busy developing an expanded 1948 Mills engine range. Updated Mills 1.3 in Mk 2 form, a new scaled-down 0.75cc and a larger 2.4cc model. All rolled out in the second half of 1948, following the Mills Bros. full-page advert for the new 1.3 engine in AeroModeller, June 1948 issue.

With all that, the new Mills 1.3 Marine engine was easily overlooked, appearing only as a one-liner in adverts and priced at a hefty £5.7.6, when the new Mk 2 aero engine sold for £4.15.0 and remaining original 1.3s were run out at only £3.10.0.



The only marine engine made by Mills Bros. Like all known survivors, engine 30022 has lost its flywheel long ago. The replacement approximates Mills specification. Rarity and air-cooled cylinder caused it to be forgotten as a marine type.

Aluminium slim-waisted crankcase and exhaust stubs (nickel plating almost gone from this one) are unique features. Combination of old crankcase and cylinder with piston from new Mk 2 engine gave unintended longer intake duration, more power.

Mention of the Marine engine lapsed by mid-1949, reappearing briefly in the November 1950 to January 1951 issues of AeroModeller for the last time. By then reduced to £4.10.0. Evidently not a sparkling sales success (at a time when few model boat kits and hardware were available) and essentially forgotten in the popular history of Mills engines.

MILLS 1.3 MARINE DESCRIBED

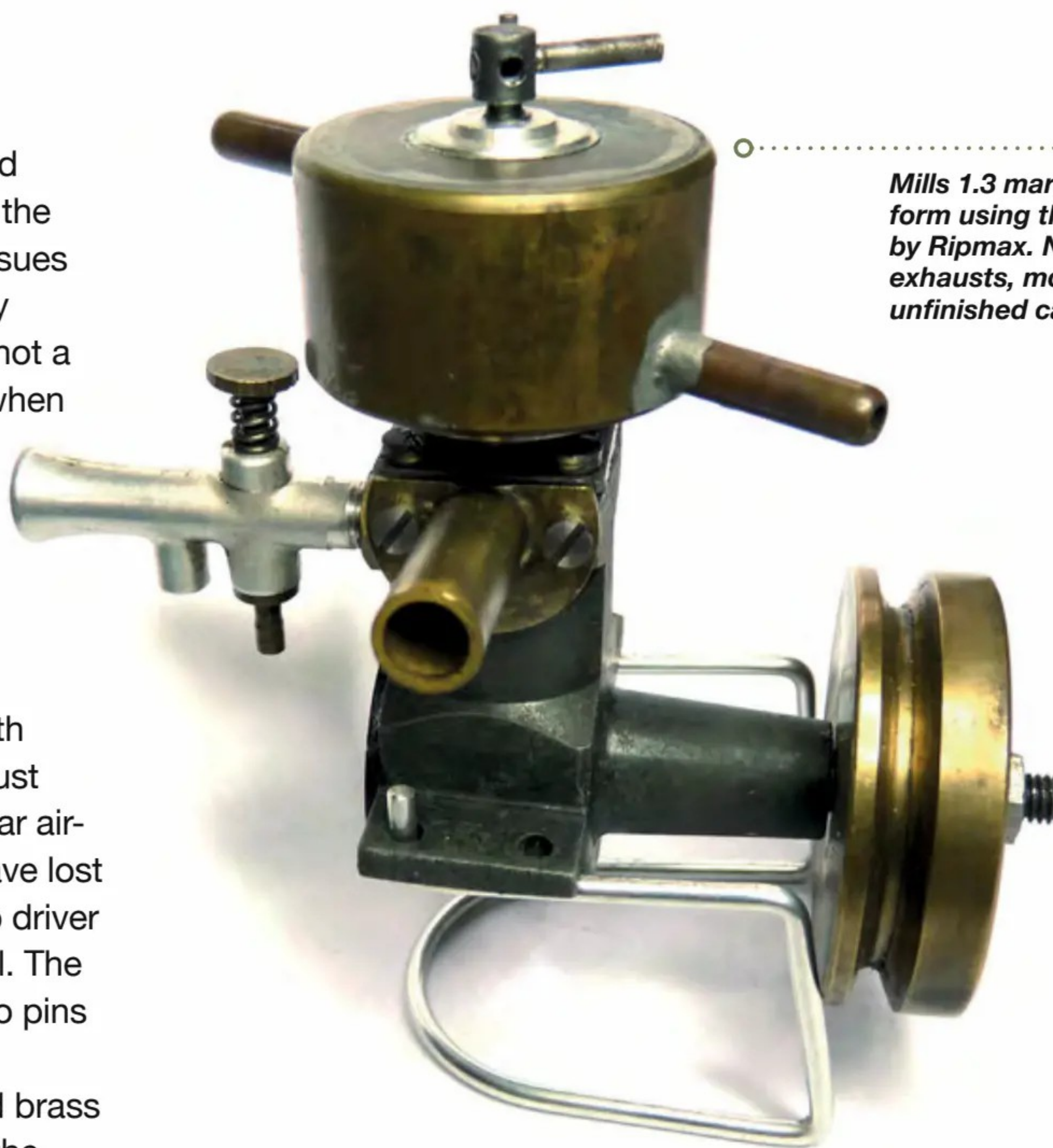
The Marine engine was supplied with flywheel and stubs for routing exhaust from a boat's hull but retained regular air-cooling fins. All known examples have lost their flywheel and have regular prop driver and spinner nut – presumed original. The original flywheel might have had two pins to drive the prop-shaft fixture.

Exhaust stubs each have a round brass tube progressing to rectangular at the exhaust port end, soldered to a brass mounting bracket. Plated in Watts nickel and attached under two cylinder retaining screws and a shorter screw underneath. These are rarely seen, as most have been removed by owners to save weight in the far more popular aero application.

The Marine engine is built on the aluminium Mk 1 (as collectors call that model) crankcase, machined around the cylinder area to match the other 1948 Mills engines. Perhaps this hybrid model was an opportunity to use up surplus Mk 1 crankcases. On the other hand, those crankcases could have been made earlier. Intended for a new Mk 1 variant giving around 20% weight saving. But sidelined when Trevor

W resolved to go with further improvements – reduced height, stronger parts, easier to make carburettor assembly and lighter cast magnesium crankcases embodying the narrow-waisted look in the new model range.

Of course, it retained the Mk 1 cylinder and connecting rod but featured the new Mk 2 carburettor assembly, crankshaft and short-skirt piston. Cylinder jacket had its lower fin removed to clear the “jacked up” cylinder retaining screws and there was a spacer behind the prop driver to accommodate the longer Mk 2 crankshaft.



Mills 1.3 marine engine, reworked to marine form using their own components and marketed by Ripmax. Note water cooled jacket, different exhausts, mounting screw positions, intentionally unfinished carburettor without fuel tank.

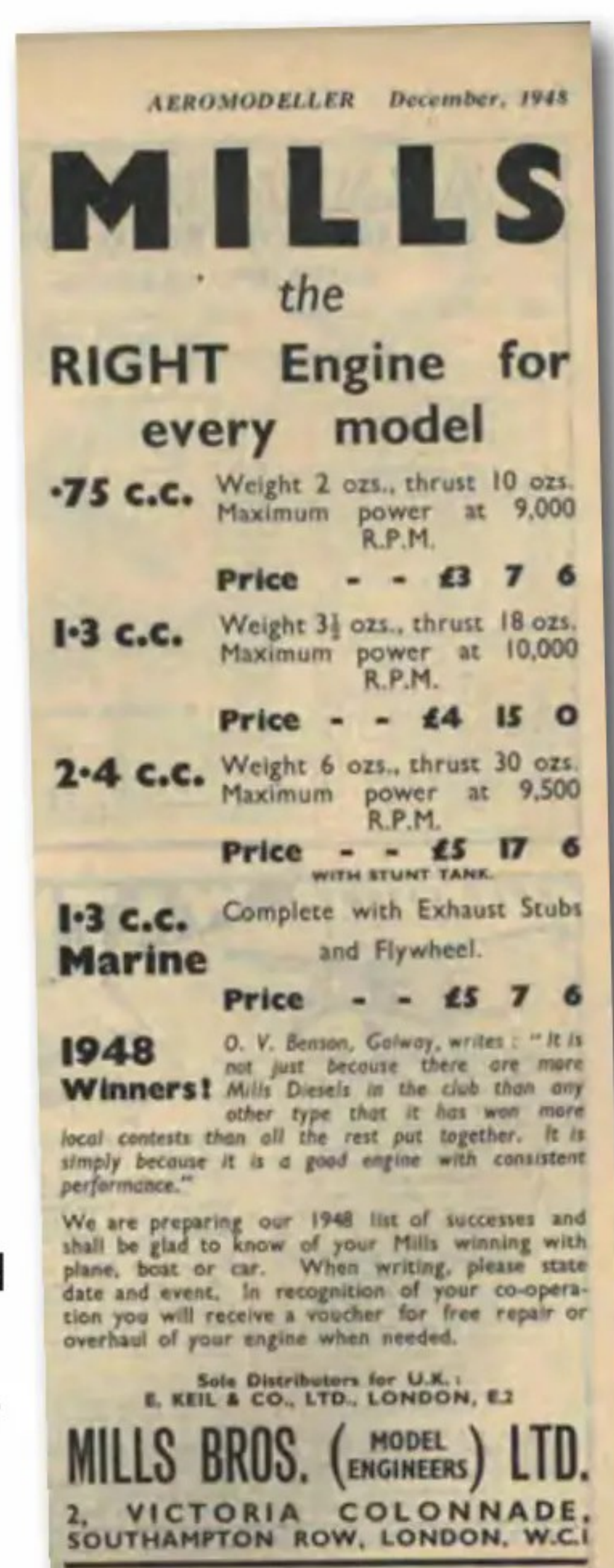


Serial number is stamped on underside of lugs. All other Mills engines have their numbers on top.

Thanks to Adrian Duncan and others, examination of Mills engine serial numbers gives a reasonable estimate of their production numbers. Only recently has it become clear the Marine 1.3 was a true production model and how rare

it is. With its own serial number block – all known examples fall within 30002 and 30292. Confusing, as they were eventually overtaken by the regular Mk 2 numbering sequence.

ENGINE	LIKELY PRODUCTION VOLUME
Mills 1.3 Mk 1	16,000
Mills 1.3 Mk 2 Series 1	8,000
Mills 1.3 Mk 2 Series 2	12,500
Mills 1.3 Marine	300
Mills .75 original version	3,500
Mills .75 P.75 and S.75	48,000
Mills 2.4	3,500



The first Mills Brothers advertisement (AM December 1948) including 1.3cc Marine. Only a few subsequent adverts mention it as a one-liner.



Ripmax Mills .75 marine. Ripmax flywheel and cooling jacket are stamped with Ripmax identifiers. Ripmax Mills marine engines are rarities in their own right.

FOLKLORE

Mike Clanford shows a Mills 1.3 Marine in his Pictorial A to Z book. Minus flywheel, exhausts, crankshaft spacer and perhaps a few later parts substituted to improve appearance. Said to have been made in June 1948. Ted Sladden labelled his photo in British Model Aero Engines – 1946 - 2011 “Mills 1.3cc diesel. All aluminium – June 1948 only. Mk 2 Series 1 1948 Rare.”

And Roger Schroeder, when compiling his summary of Mills engines for Engine Collectors’ Journal in 1991 mentioned the unusual aluminium-crankcase Mk 2 1.3 with exhaust stubs, again without flywheel. Said by a friend of a friend in England, to be the “Anniversary Model” made only in June 1948. What anniversary was it celebrating, one might ask?

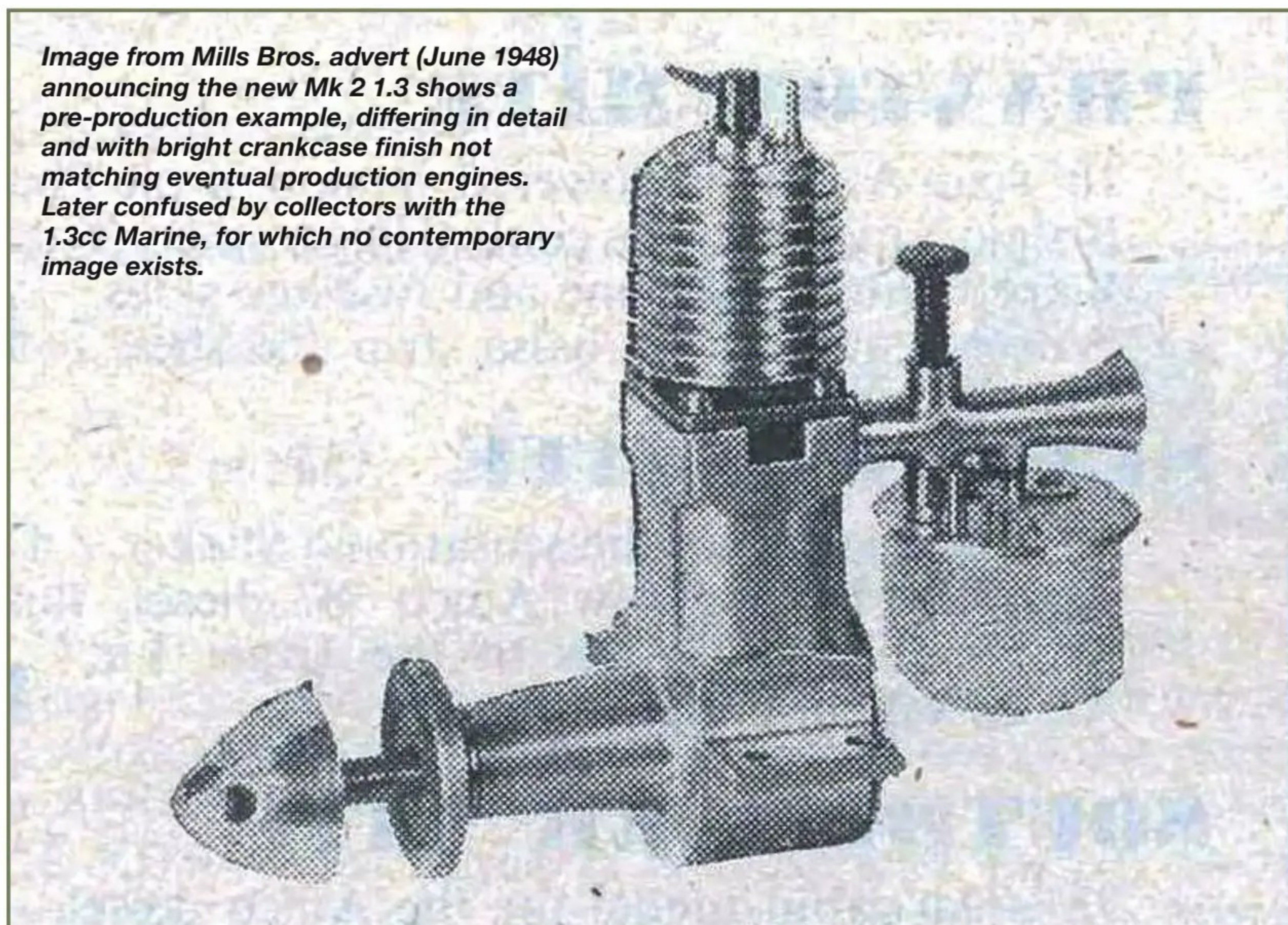
All perhaps misled by the Mills Brothers advert in AeroModeller, June 1948, showing, almost certainly, a pre-production prototype Mills 1.3 Mk 2. With bright crankcase of the new squatter type, high-mounted carburettor, no threaded holes below exhausts and the needle, prop driver and spinner different to eventual production engines.

MILLS 1.3 MARINE ON TEST

The new Mk 2 Mills 1.3 was promoted as offering 16 ounces thrust and speeds of 8,000 RPM plus, based on Lawrence Sparey’s analysis (AM July 1948), which achieved .078 BHP at 7,250 RPM. Peter Chinn’s (MA July 1950) test a shade better, with his well-used example giving .08 BHP at 8,000 RPM. Both results showing a worthwhile gain over the original Mk 1 at only .045 BHP around 6,500 RPM. But no thanks to cylinder porting (with mild 76 degrees intake duration), which was carried over. The gain probably came from reduced friction between cylinder and shorter piston. Fitted with great attention to parallelism and with both components hardened, a tightish one really would take an age to reach those numbers. Most hardly better than a typical Mk 1.

You might suppose the Marine engine would be around the same. Not so. If an engine did not reach a minimum speed during factory checks, it would be given additional running with a small propeller or flywheel to free that up. Exactly where the Marine engine’s

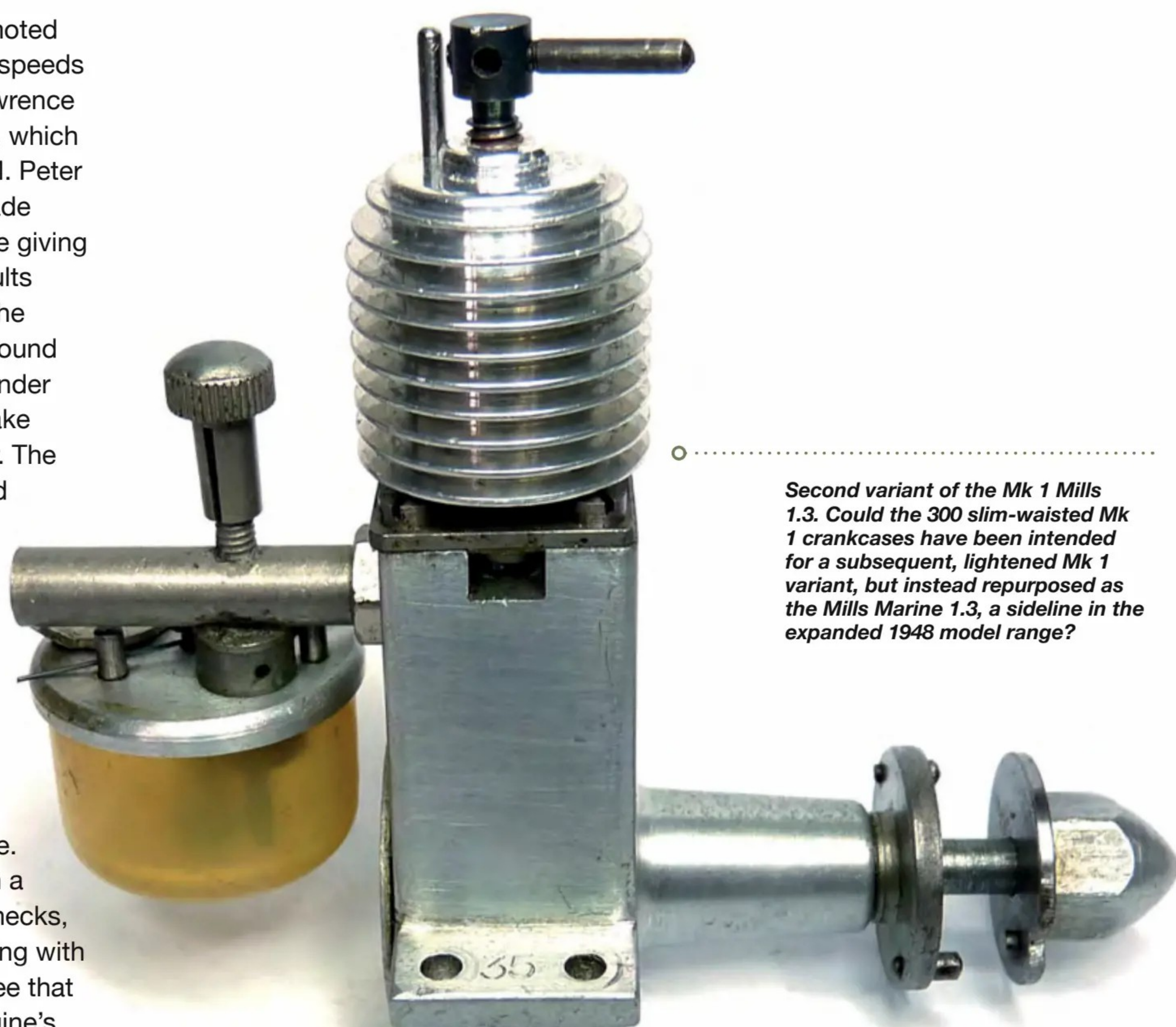
Image from Mills Bros. advert (June 1948) announcing the new Mk 2 1.3 shows a pre-production example, differing in detail and with bright crankcase finish not matching eventual production engines. Later confused by collectors with the 1.3cc Marine, for which no contemporary image exists.



unintended longer 120 degrees intake duration would show its worth, versus the regular Mk 2.

Our example (no. 22 in the series) gave a stonking 13 oz-in torque supporting higher power well up the RPM range. Sparey praised the Mk 2’s ability to sustain .063 BHP at 11,000 RPM. Our Marine only then reaching its peak of

0.12 BHP. Our fuel of equal parts ether, kerosene and Aeroshell 100 (S.A.E. mineral oil) had 0.8% added ignition improver; probably close to the original Mills Blue Bottle formula. Engine sounded a bit gravely at higher speeds. More dope would have lifted performance a little more at the top end. Equal to the best later Mills Mk 2, Aurora Mills 1.3, CS



Second variant of the Mk 1 Mills 1.3. Could the 300 slim-waisted Mk 1 crankcases have been intended for a subsequent, lightened Mk 1 variant, but instead repurposed as the Mills Marine 1.3, a sideline in the expanded 1948 model range?

Boddo/NAVO 1.3 or Irvine Mills 1.3.

I assume this revelation was kept quiet to avoid impacting sales of the aero Mk 2 1.3 already on shop shelves. And would not be noticed when run “on the pond”. Then when upgrading to the “1950 model” Mills 1.3 Mk 2 (Series 2 in collector speak), simply revert to Mk 1 cylinder design and lower the carburettor location to suit. And advertise the improved performance as if it was derived through deep Mills know-how.

The 1948 Mills 2.4, probably held back by it’s rotary intake opening remarkably early at only 10 degrees after bottom dead centre, should have delivered 0.2+ BHP. While the 1948 Mills .75’s cylinder porting (95 degrees intake) gave excellent performance from the outset. Perhaps

a happy coincidence at the time when design in inch fractions, rather than more precise reckoning was the norm. Although

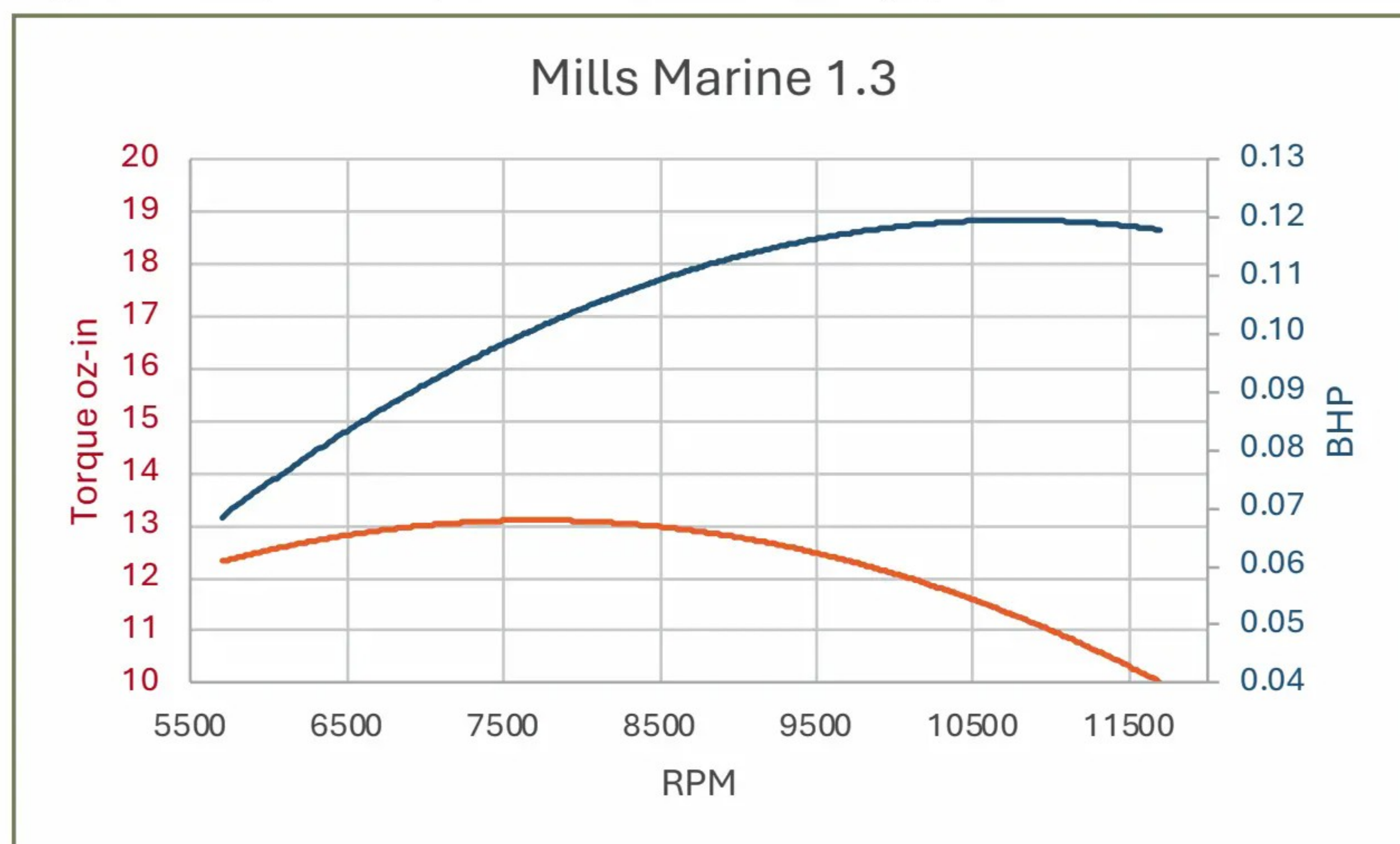
Master 8x3	11700
APC 8x4	10500
Graupner 8x5	9500
APC 8x6	9000
APC 9x4	8600
Graupner 10x3	8100
Graupner 9x5	7300
APC 9x6	7200
APC 10x4	6900
APC 10x6	5700

almost all else being changed for the cheaper to make P.75 model in 1949, those magic porting numbers were carried over. I’d say Trevor Woodason saved the company’s fortunes with that one.

RIPMAX MARINE MILLS

Mills Bros. did not offer marine conversion components, but later instructions suggested flywheel dimensions and weight. The only water-cooled Mills engines bore Ripmax components. The

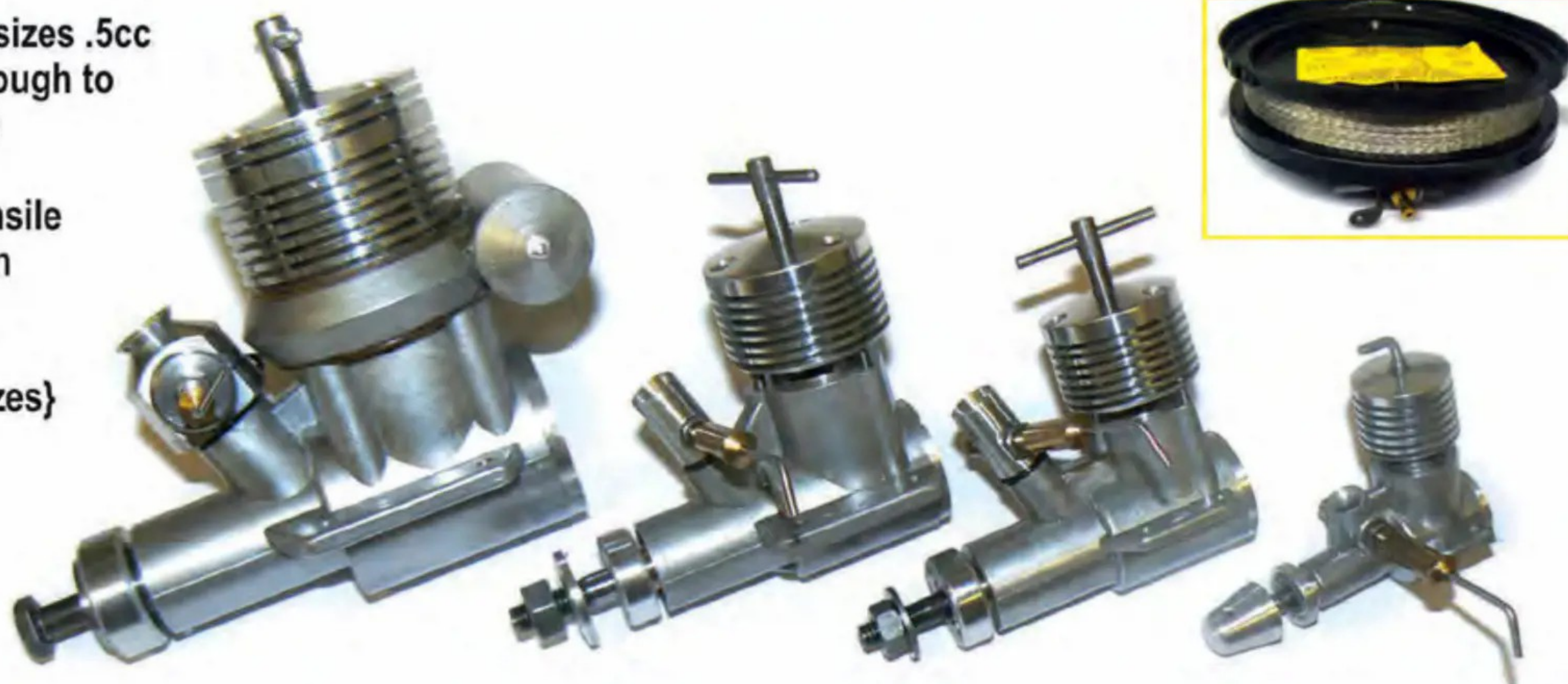
1.3 had brass exhausts retained by screws on either side and flywheel fitted directly onto the crankshaft tapered section. The .75 had round exhaust pipes screwed into the crankcase and flywheel against regular prop driver. Intakes were not provided with fuel tank or shut-off. They were regular MK 2 Series 2 1.3 and P.75 magnesium crankcase engines, presumably supplied by Mills Bros. in knock-down form for reworking and marketing by Ripmax. ■



Progress Aero Works

Union Mill, Union Street, Macclesfield, Cheshire, SK11 6QG • Tel: +44 [0] 1625423891 • www.paw.ac

- Available engine sizes .5cc (.033 cu inch) through to 10cc (.60 cu inch)
- 3 Strand High Tensile steel piano wire in .30mm {0.012} .35mm {0.01378} .385mm {0.015 sizes}



Ballraced and plain bearing engines for the sport or competition modeller

Engines are all developed and manufactured in the uk

Team GB's Neil Allen carefully watches the opposition during the F1C World Championships. (Photo by Anna Starova).

SALONTA, ROMANIA, 20-27 JULY 2025

TEAM GB HAS A NEW WORLD CHAMPION!

At the recent Free Flight World Championships in Romania, Team GB's Neil Allen won Gold in F1C Power. Team GB's Mark Benns won Silver in F1Q Electric, at the first F1Q World Championships.



All results provided by Ian Kaynes. The full results are available at <https://www.freeflightnews.org.uk/champs/ch25/ff25.htm>
Below are the top Flyoff positions in each class:

F1A GLIDER

NB - Team GB were only able to field 2 individuals in F1A, the 3rd team member Chris Edge had to pull out of the team a few weeks prior to the championships.

F1A INDIVIDUAL RESULTS, 41 IN THE FLYOFF					
105 flew			Total	Flyoff1	Flyoff2
1	Vlad Dorian Cristea	ROU	1320	+360	+600
2	David Krasznai	HUN	1320	+360	+511
3	Per Findahl	SWE	1320	+360	+470
4	Robert Hellgren	SWE	1320	+360	+459
5	Jama Danier	CAN	1320	+360	+450
5	Bostjan Bagari	SLO	1320	+360	+450
96	John Carter	GBR	988		
99	John Wiliams	GBR	890		

F1A FEMALE INDIVIDUAL RESULTS, 3 IN THE FLYOFF					
			Total	Flyoff1	Flyoff2
1	Tereza Vosejpkova	CZE	1320	+360	+307
2	Jung Bhin Min	KOR	1320	+360	
3	Jasminka Pecenkovic	BIH	1320	+354	

F1A GLIDER TEAM RESULTS						
			Total	Team member places		
1	Slovenia	SLO	3960	5	20	37
2	Czech Republic	CZE	3960	15	21	39
3	Croatia	CRO	3960	24	28	29
30	United Kingdom	GBR	1878	29	96	99

F1Q ELECTRIC

Mark Benns was the only F1Q entry for Team GB.

F1Q INDIVIDUAL RESULTS, 5 IN THE FLYOFF					
44 Flew			Total	Flyoff1	Flyoff2
1	Yuda Avla	USA	1320	+360	+480
2	Mark Benns	GBR	1320	+360	+207
3	Tapio Linkosalo	FIN	1320	+360	+182
4	Oleksandr Maksymov	UKR	1320	+124	
5	Rafal Wagner	POL	1320	+40	

FEMALE F1Q INDIVIDUAL RESULTS			
			Total
1	Mariia Pshenychna	UKR	1303
2	Naranbolor Tsogtbaatar	MGL	1288
3	Julie Parker	USA	1279

F1Q TEAM RESULTS						
			Total	Team member places		
1	Ukraine	UKR	3863	8	22	40
2	Finland	FIN	3858	3	14	17
3	USA	USA	3821	6	12	28
13	United Kingdom	GBR	1320	2		

F1B WAKEFIELD RESULTS

John Carter reached the Flyoff for Team GB, Peter Martin and Peter Brown both dropped some time in the rounds.

F1B INDIVIDUAL RESULTS, 32 IN THE FLYOFF				
			Total	Flyoff
1	Haris Jusufbasic	BIH	1380	+480
2	Vinko Tomljanovic	CRO	1380	+467
3	Qiong Wu (F)	CHN	1380	+464
4	Sang Wook Ko	KOR	1380	+459
5	Janne Isotalo	FIN	1380	+456
28	John Carter	GBR	1380	+283
66	Peter Martin	GBR	1284	
83	Peter Brown	GBR	1214	

F1B FEMALE INDIVIDUAL RESULTS, 3 IN THE FLYOFF.				
			Total	Flyoff
1	Qiong Wu	CHN	1380	+464
2	Andreea Popa Popescu	ROU	1380	+305
3	Tretyakova Tatyana	KAZ	1380	

F1B TEAM RESULTS						
Abbreviation			Total	Team member places		
1	Israel	ISR	4140	6	7	16
2	Serbia	SRB	4140	19	23	31
3	Czech Republic	CZE	4118	10	16	36
19	United Kingdom	GBR	3878	28	66	83

F1C RESULTS

Neil Allen won Individual Gold for Team GB, Ken Faux also made the Flyoff, Alan Jack dropped time in 3 rounds.

F1C INDIVIDUAL RESULTS, 21 IN THE FLYOFF.					
			Total	Flyoff 1	Flyoff 2
1	Neil Allen	GBR	1320	+360	+375
2	Miguel Dupont	FRA	1320	+360	+314
3	Soma Bauer	HUN	1320	+360	+297
4	Guy Menanno	USA	1320	+360	+283
5	Gauthier Briere	FRA	1320	+360	+131
21	Ken Faux	GBR	1320	+135	
50	Alan Jack	GBR	1055		

F1C FEMALE INDIVIDUAL RESULTS				
			Total	Flyoff
1	Xiangxue Ji	CHN	1320	+204
2	Szonja Bauer	HUN	1290	
3	Tserenlkham Elbeg		1260	
4	Jamin Valerie	FRA	1167	

F1C TEAM RESULTS						
			Total	Team member places		
1	China	CHN	3960	13	17	19
2	Hungary	HUN	3930	12	27	53
3	USA	USA	3893	4	28	29
4	Germany	GER	3890	8	4	4
12	United Kingdom	GBR	3695	12	1	21
						50

AIRBRUSHES.com

EXCLUSIVE UK Distributor for Iwata & Sparmax.
Trade Enquiries Welcome!

iwata

Eclipse CS Airbrush



IW-ECL-CS



Known for its Versatility, Range and Ease of Maintenance!

SPARMAX®

620X Compressor



C-TC-620X



Powerful. Automatic. 2.5L air tank. Ample power for any airbrushing task!

www.Airbrushes.com 01903 767800 sales@airbrushes.com
The Airbrush Company Ltd. 79 Marlborough Road, Lancing Business Park, BN15 8UF



25 Years Aloft

2025 TRANS-TASMAN SCALE EVENT TAKES FLIGHT IN NSW AUSTRALIA. STORY BY 2013 F1C WORLD CHAMPION ROY SUMMERSBY & WARREN LEADBEATER. PERFECT WEATHER, INTERNATIONAL CAMARADERIE, AND STUNNING CRAFTSMANSHIP MARK A MILESTONE YEAR IN RICHMOND, NSW.

The 2025 Trans-Tasman Scale event marked a significant milestone this July, celebrating its 25th consecutive year at the picturesque Richmond turf farm, just an hour's drive northwest of Sydney Airport. Held annually on the first weekend of July, the event is well known for its crisp winter air, welcoming atmosphere, and remarkably consistent weather - and this year did not disappoint.

Despite a stormy lead-up with heavy rain, flooding and strong winds, the skies cleared just in time for Friday's static judging, ushering in three days of ideal flying conditions. Once again, the field

became a haven for scale enthusiasts and spectators alike, with a broad collection of beautifully crafted aircraft taking to the skies.

Four modellers from across the Tasman Sea joined their Australian counterparts, continuing the strong tradition of New Zealand participation and friendly rivalry. Participation numbers have steadily grown in recent years, perhaps driven by increased building activity during the COVID lockdowns.

This year saw a record 43 models prepared for competition: 36 Free Flight and 7 Control Line, all judged and ready for action.

Flying commenced on Saturday with Free Flight events and continued into Sunday with the Control Line competitions. The diversity of models on display was a testament to the creativity and dedication of the builders. Aircraft ranged from the early-era Blackburn Monoplane to a sleek Lavochkin La-17 jet - a striking juxtaposition of aviation history. The mix included everything from museum-quality masterpieces to no-nonsense flyers and delightfully quirky entries.

The competition offered something for everyone, with three classes - F4A, Kit Scale, and Rubber Scale - providing flexibility and inclusivity for modellers

Phil Mitchell's Free Flight DH-82A.
(Photo by Angela Mahoney).



of all preferences and skill levels. Control Line competitors showcased an equally impressive variety, including a meticulously detailed Bristol M.1C and a fully equipped B-25 Mitchell, complete with retractable undercarriage and functional flaps.

On Saturday evening, a well-attended social dinner was held at the local Richmond Ex-Services Club, drawing a crowd of around 40 people. The evening

proved to be a highlight of the weekend, offering a relaxed and enjoyable setting for participants, wives, and partners to reconnect and socialise.

On Sunday morning, following the conclusion of the popular one-hour Mills Trophy Scramble, a presentation ceremony was held on the flying field. The Scramble event featured ten energetic competitors battling it out in near-perfect conditions, with several

performances coming close to breaking the long-standing scramble record.

In the main event, the Australian team emerged victorious this year. The Trans-Tasman Scale event remains a standout on the aeromodelling calendar, continuing to showcase a rich blend of tradition, innovation, and the enduring spirit of cross-cultural friendship. Here's to the next 25 years of scale modelling excellence. ■



Anthony Korbin's BE2e.
(Photo by Angela Mahoney).



AeroModeller 'Power Trip' author Maris Dislers' Blackburn Monoplane.
(Photo by Angela Mahoney).



Dramatic CL Scale take off, Maris style.
(Photo by Angela Mahoney).



Phil Mitchell's Catalina in US Navy markings.
(Photo by Angela Mahoney).



Roy Summerby launches his Free Flight Sopwith Swallow.
(Photo by Angela Mahoney).



Roy Summersby's Lavochkin la15 takes to the air.
(Photo by Angela Mahoney).

Roy Summersby's Fokker EV looked very realistic in the air.
(Photo by Angela Mahoney).



Roy Summersby's Sopwith Swallow makes a lovely flypast.
(Photo by Angela Mahoney).



Maris Disler's Blackburn Monoplaner awaits its' next graceful flight.
(Photo by Natalie Beckett).



Roy Summerby's Fokker EV looking absolutely resplendent.
(Photo by Natalie Beckett).



Roy Summersby's beautifully finished and unusual ABC Robin.
(Photo by Natalie Beckett).

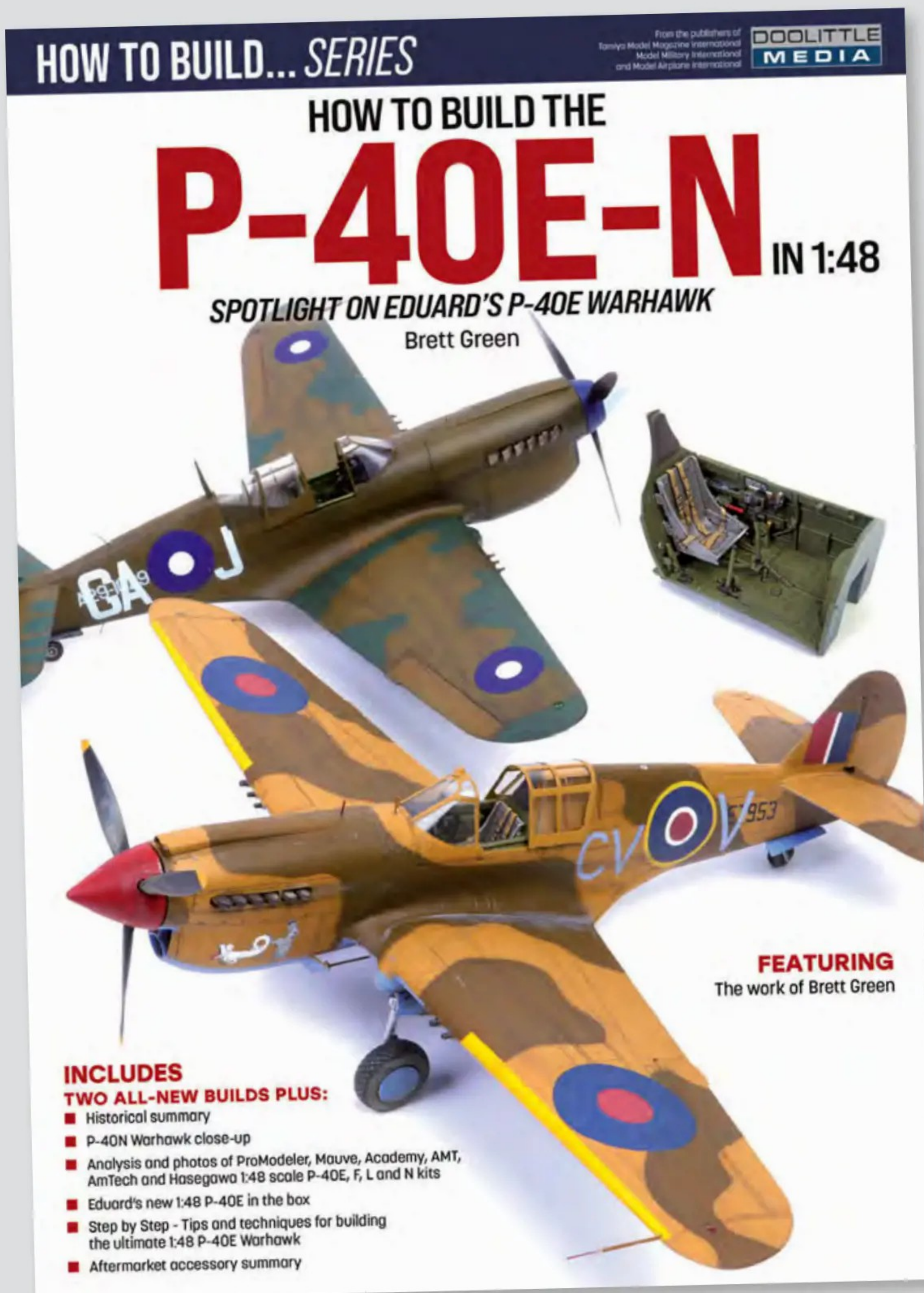


Tony Bonello's B25 Mitchell and Tahn Stowe's Control Line DC3.
(Photo by Natalie Beckett).



Warren Leadbetter's lovely DHC 2 Beaver.(Photo by Natalie Beckett).

COMING SOON IN THE HOW TO BUILD... SERIES



P-40E-N IN 1:48 SCALE FEATURING EDUARD'S P-40E WARHAWK

The P-40 was a dependable warhorse produced in far greater numbers than any other USAAF fighter during 1941 and 1942, and one that continued to provide valuable service until the closing days of World War II. However, the Warhawk is often overshadowed or even ignored in the annals of aviation history because it did not shine as brightly as its more glamorous counterparts on both sides of the conflict.

Eduard's all-new 1:48 scale P-40E is an instant classic with its high level of detail, modeller-friendly design and class leading surface textures.

Between these covers, we provide an exhaustive step-by-step illustrated guide to building Eduard's new 1:48 scale P-40E plus tips on painting and weathering.

Additional inspiration is also offered with a second full build of the Mauve 1:48 scale P-40N, still widely available with re-issues by Eduard and Academy, using plenty of after-market accessories.

You'll also find history, reference, exploration of earlier 1:48 scale P-40 kits and more!

from just
£16.95

ALSO AVAILABLE IN THE HOW TO BUILD... SERIES



ORDER FROM **WWW.DOOLITTLEMEDIA.COM**

DOOLITTLE MEDIA

JESTER

DESIGNED BY BILL LISTER



Original designer and builder of the airframe Bill Lister looks suitably proud of how well his design looks now that it is finally finished and has demonstrated its flawless flying qualities.



Some of Bill Lister's designs from Aviation Modeller Magazine around 2009.



The 'kit of parts' that Brian collected at Buckminster.

BRIAN SPENCER DESCRIBES HOW HE WAS ASKED TO FINISH AND TEST FLY A FRIEND OF A FRIEND'S RADIO CONTROL 'JESTER' DESIGN, WITH A LITTLE HELP FROM SARIK HOBBIES

When I was first asked if I could cover and test fly a model for a friend of a friend, I was more than happy to take on the job. But the task was to evolve into far more. This was going to be a challenge, not least of all because there was suddenly a time constraint. The model had to be ready to fly at Woodspring on 12th July and it was 80 miles away at the time. It duly arrived with me at Buckminster on 13th June so when I finally got started I had less than 4 weeks. In truth, I wanted to test fly it at Buckminster on the 6th July over long grass for reasons that will become apparent, so I was down to 2 and a bit weeks. Of course, I had nothing else on my workbench!

BACKGROUND TO THE BUILD

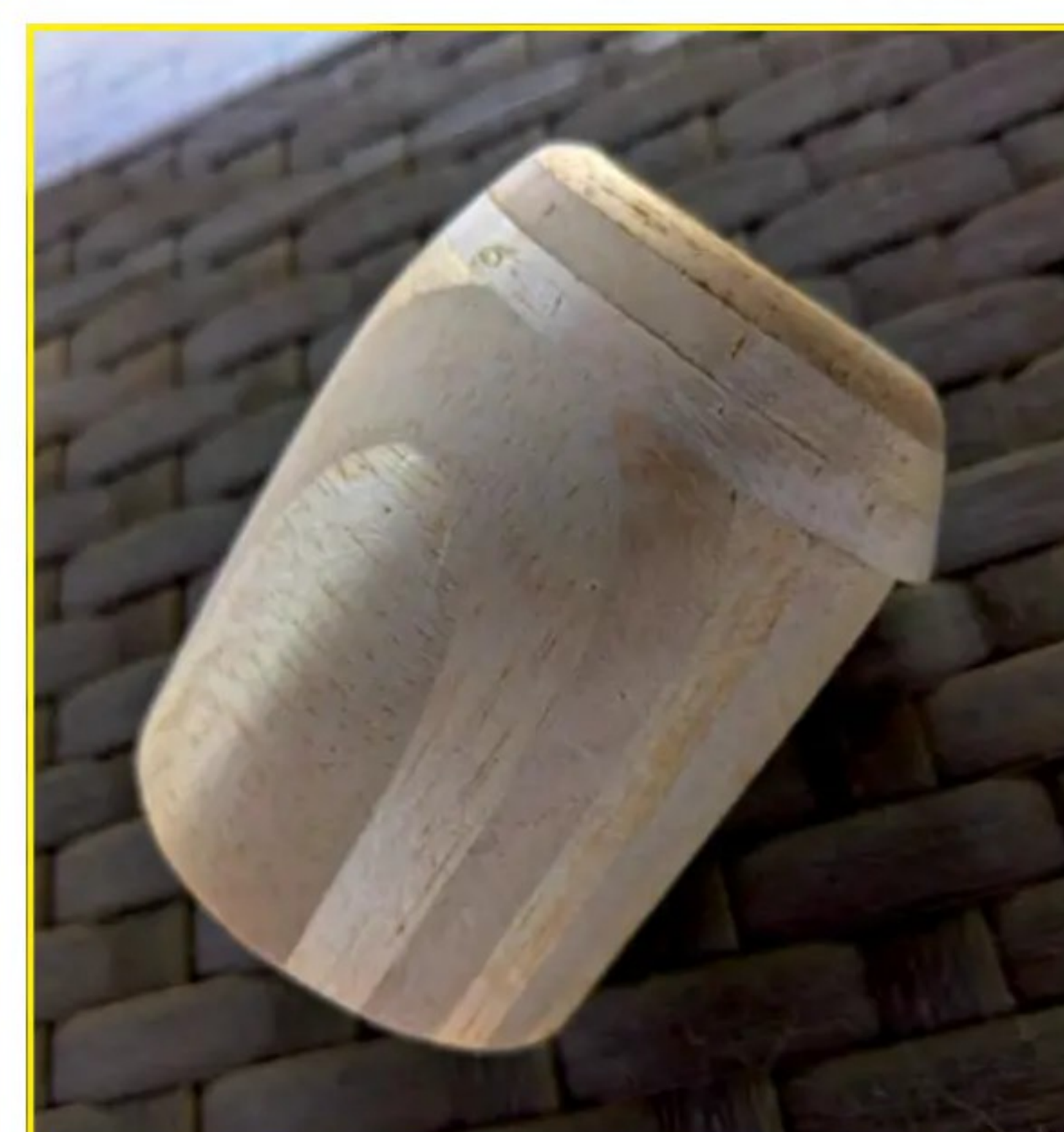
So, a bit of background. Many of you will know Bob Moseley from Old Warden days and it was him that asked me for the favour. Apparently, he had responded to a call for help and eventually contacted Bill Lister. He had a model that he had built that needed covering and flying as he was keen to see it fly, and he was no longer able to do this himself. I knew nothing about Bill other than he had worked on Concorde, he had models published previously and, it turns out, had designed the model I was to test fly. This was not just any model he had built, when it arrived it came with a copy of the hand drawn plans by Bill, and like the model, they were a work of art. I was finishing and flying a prototype; no pressure.



The tissue covered fuselage, as delivered to Brian.



The tail and fin originally had sewn hinges.



The cowl had been beautifully built and carved.

The model was designed to be electric, although no indication of the motor size was on the plan. Luckily, I had a spare motor that I was sure would be ideal on 3s Lipo cells, so that was sorted.

Several things struck me straight away. The build quality of the model was fabulous. In particular, the cowl was laminated wood, and I instantly knew that this could not be covered, it had to be a feature of the model. The model looked right, all in the correct proportions and lovely clean lines. The tissue that had already been applied to the fuselage and tail feathers was 'of an age', as it was brittle and peeling away. There was no date on the plan, but I am guessing it was built about 20 years ago, maybe more.

PREPARATION

Bill is obviously old school, as the rudder and elevator had been sewn to the tail surfaces. Sadly, I would have to cut these to recover the tail, so I set about the task with a scalpel. Once removed, the tissue sanded away easily leaving a row of 4 black dots on each surface where the thread passed through – a nice touch that would show through the tissue.

Tissue? Yes, despite the fact that the model arrived with two rolls of yellow solarfilm. I immediately despatched that back to the sender. My plan was to use tissue over polyester on the open framework and directly onto the balsa fuselage. I had a decision to make and, rightly or wrongly, I opted not to sand the fuselage back to bare wood, as I had no idea what this would entail, so better to leave the tissue alone and cover over it. This has meant the fuselage is a darker yellow than the wings, but I still think it was the right choice. Tissue was clearly Bill's choice. My chosen colour scheme was yellow and white; my hope was that some of Bills great modelling skills would show through.

So, on 19th June I began. Apart from sanding the old tissue away, the airframe was in great condition and only a light rub needed before starting covering. I began by applying Covergrip to attach the polyester with a sealing iron. I know some people prefer to dope it on, but we all have our quirks. I soon had the frame covered and shrunk, and proceeded to apply a coat of thinned EZE Dope to the polyester. Again, my preference, there is no right or wrong.



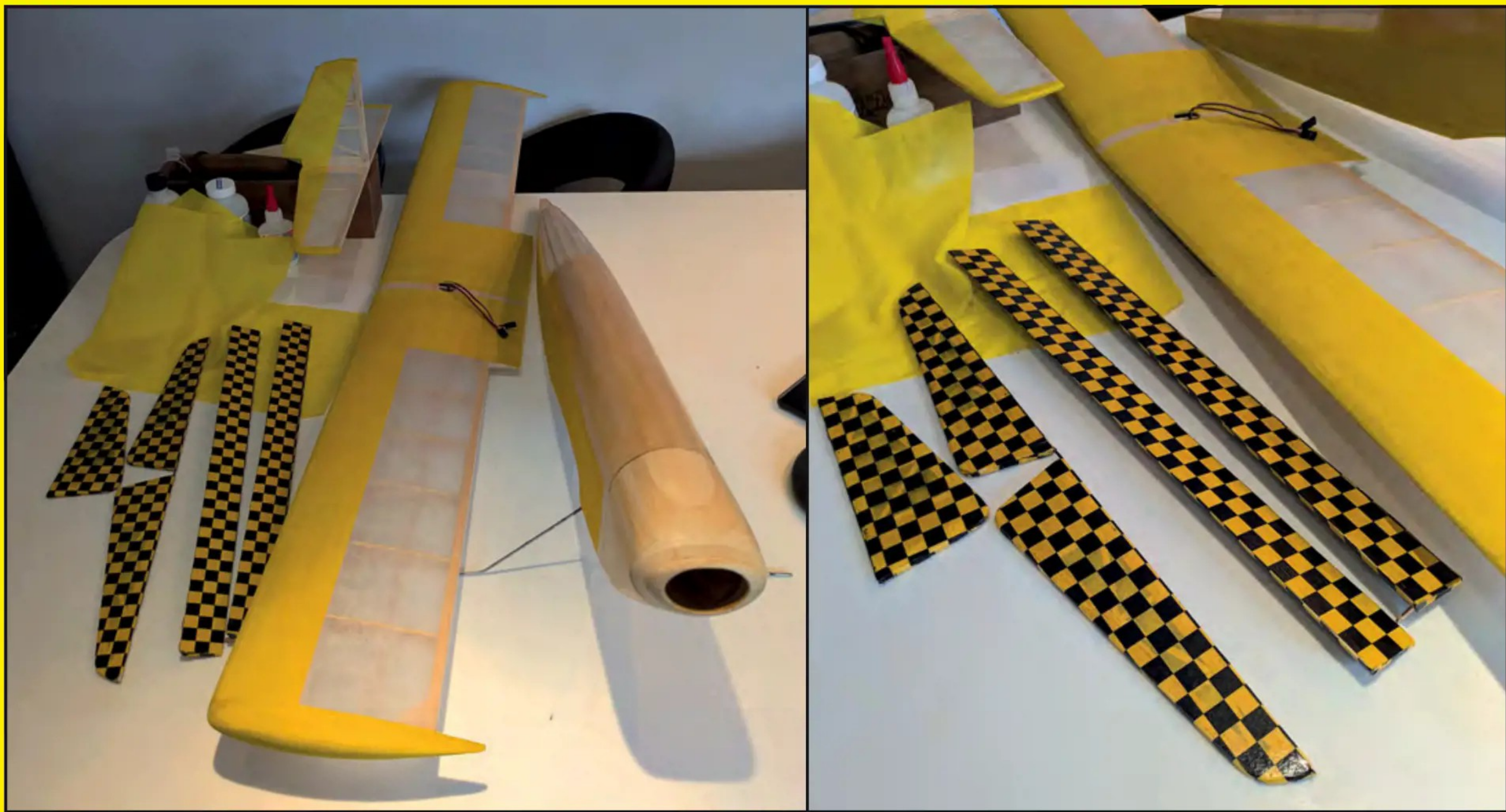
The airframe covered in clear polyester.



Bill Lister's Bucker Jungmeister from 1970 AeroModeller, the plan is available on Outerzone.



Ailerons separated from wing and covered in Clear Polyester prior to covering with Eze Tissue and Eze Dope.



The ailerons and tail feathers covered in chequer design Eze Tissue.

HISTORICAL BACKGROUND

While all this was going on, I had asked around about Bill. Andrew Boddington was his usual ever-helpful self and rushed off to the AM archives. The only publication by a W. Lister was in 1961 and Andrew was able to provide a copy of the article. But was it Bill's? Most definitely, and it turned out that there were several others published in other magazines.

Andrew also established that a W. Lister had two plans published in the Model Aircraft magazine; the Gadfly, a biplane and the Pika. These are both available on Outerzone. But as we later found out he also published others including the Tiggermoth and the Bobtail; both models

are with Bob Moseley for restoration and flying, and all were designed by Bill.

COVERING

A new stock of yellow EZE Tissue duly arrived and I dug out a stock of white I already had and set to covering. The beauty of using EZE dope over polyester is it is so easy to get the air bubbles out. My technique is to brush the thinned dope onto the polyester and airframe, lay the tissue over and pull it gently tightish; then spray it with water before brushing out the wrinkles and air bubbles. Using a good tissue that does not tear when wet is essential so you can gently pull out all the imperfections.

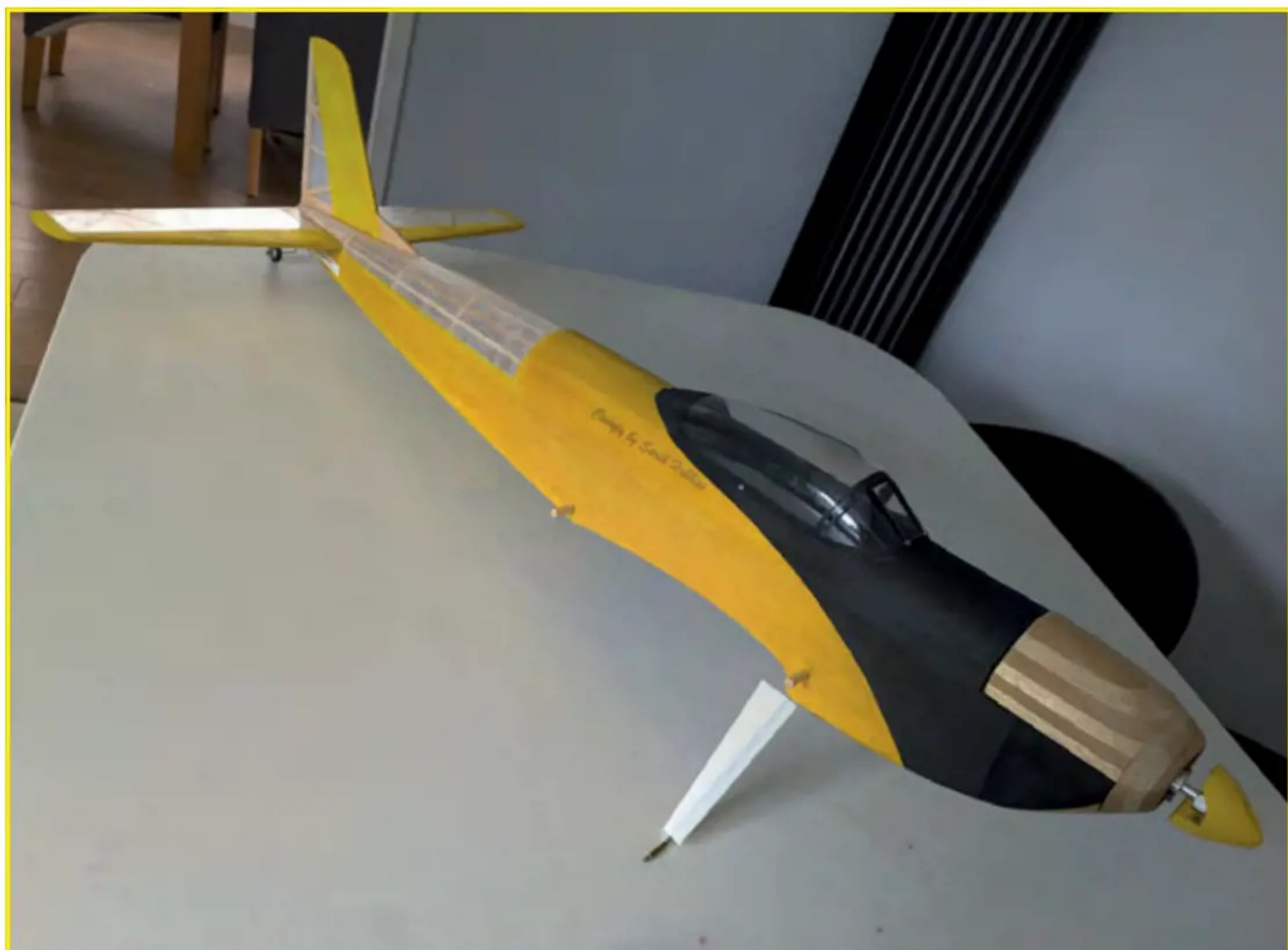
My other current favourite thing is a bit of checker covering and I could not resist adding some to the control surfaces.

I spent an age getting all the boxes lined up, so the finished model all looked right. Finishing someone else's model made me a lot more careful than I probably am usually, or maybe it is just old age. The eagle-eyed will spot one small mistake.

I had removed the control horns Bill had fitted and would replace these later with some nicer looking ones, and made a start adding the yellow. The white had done what I wanted and left the airframe visible. Such a shame to cover a well-built model.



Sarik Hobbies moulding the canopy.



Applying black trim to the nose prior to fitting the canopy.



Credit to Sarik Hobbies applied to the fuselage below the canopy area.



The canopy that was moulded by Sarik Hobbies.

MOULDING THE CANOPY

The next snag was the canopy. Bill had specified a Sig 50 15 design which I could not locate in the UK even though they still seem to be available in the US. A quick plea for help went out. After I had dismissed the 'pop bottle' option I found myself talking to a couple of people, but the road finally pointed to Sarik Hobbies in Malvern, only a short drive from me. Although flat out, Barry was only too keen to help once he had heard what I was doing, and we arranged to meet the next day. Coincidentally, when I asked at my local club, that evening, if anyone knew anybody at Sarik, guess who was there? It is a small world.

If you need a canopy for just about any model, go to Sarik. They have shelves of moulds in all shapes and sizes and after a quick wander round we soon found a suitable one. The vacuum former was already heated up ready to go and within a few seconds, hey presto. Not one but two. Barry then generously told me they would be free of charge. What can I say, such generosity. Thank you so much.

It appears that mounting canopies is the least favourite job of many modellers. I cheat. I trimmed the canopy to fit and used black tissue to create a frame glued on with 'Glue N Glaze'. Avoiding any type of glue for attachment, I then used some black screws to fix it to the fuselage. I know there are scale modellers out there that will probably be cringing but for us mere mortals this is an easy, clean solution until someone shows me a better way.

Before I attach the canopy, I like to add some black to the nose of most models and this was no exception. After marking the outline of the canopy on the fuselage, I used tissue to cover the nose section and cockpit interior, leaving the cowl untouched. This posed the question what to do with it. Then I remembered what Dad used to do with propellers and got out the Banana Oil. Several coats left it with a lovely finish.

FINAL FINISHING

Of course, any model I build these days must have a bit of 3D printing in

it. I printed the undercarriage fairings in white PLA along with the motor mount, both of which I printed in two parts and glued together with cyano.

The cowl had been made to slide into position but had no method of fixing. After some studious trimming of the interior to fit over the motor, I added a neodymium magnet at the back to hold it in place.



Installation of the electric motor.



The covered airframe before attaching the control surfaces.

The end was approaching, all that was needed were some finishing touches. I ordered up some pinned hinges, a nice new propeller and treated the model to a new receiver.

Time to glue the tail on and thanks to Bill's careful attention to detail it went on perfectly with aliphatic. I measured from the tips to the wingtips but also set the model against our kitchen drawers. On the assumption that these were built square, this looked pretty good.

I got busy with Publisher and drew up and printed some waterslide transfers, which I sprayed with matt acrylic to seal them prior to application. I found some lovely colourful Jester pictures and was able to print these as well. Thank you to whoever drew these.

I have taken to adding personalized registration numbers to models so came up with G-ESTA as this seemed appropriate along with a tribute to Bill, and a nod of gratitude to Sarik for their

contribution. These were all duly applied and once dried, a final copy of EZE dope was applied to seal everything.

I used standard balsa pushrods as the fuselage servos had been provided with single arms, and these worked well. I added my own control rod outlet fairings that I print and after installing the control surfaces it started to look finished, until...

I turned the wing over to take a closer look at the servos that had already been mounted. I had tested them early on but not paid too much attention to the output shafts. They were JR servos and huge, nothing in my box would fit. Once again, a quick plea to fellow modellers and two people came to my rescue. Firstly, thanks to Frank Skilbeck from our club who found a couple of blue ones that I hurriedly painted for the test flight. But once again, thank you to Andrew Boddington who had some nice white ones he donated at a later date.

The last job was to make a hatch for



Jester transfers printed in 'Publisher'.

the battery cover. Bill had not included details for this, so I cut an appropriately sized hole underneath in front of the wing and built a battery box for the 3s LiPo inside the fuselage. With the battery pushed right back the C of G was at about 30%. There was nothing on the plan, but this felt like a safe starting point.

The completed model, ready for its first test flight.



Checking the motor current with a digital multimeter.

MAIDEN FLIGHT

So, to Buckminster. I had achieved the objective with a few days to spare so arriving there on Saturday 5th July was a relief. I could test fly away from the crowds, over long grass and get some aerial pictures 'in the can'.

The motor needed running. I always like to know how much current I am using so I can set a flight timer. Using my clamp ammeter I can measure up to 40 amps and on 3s it can be seen drawing just under 18 amps. There was a stack of thrust. A 2200 mAh battery gives 132 ampere/minutes. Dividing that by 18 gives about 7.5 minutes run time at full throttle. I could comfortably set my timer to 8 minutes, knowing this would leave plenty in the reserve tank.

So the day had arrived but as my fellow Power Strugglers know, the weekend of the 5th/6th June was a bit breezy. At around 6:30pm I stood on the flight line with Alison, my photographer for the evening, and finally made the decision to wait.

At 8:00 pm, the wind subsided, this was going to be my best chance. No noisy engines or crowds of onlookers to distract me, just the two of us and the model.

In the event, the model flew superbly. I had a slight problem with the aileron servos not being fully secure, which I fixed the next day, but this did not detract from the maiden flight. The tail came up and Jester was away, and I had the pleasure of flying this model in a beautiful sunset over Buckminster with the sky all to myself. What more could I have asked for. Alison took some great photographs of the first flight and Bill's lovely airframe was displayed brilliantly against the fading light.

After some stall testing at altitude where the model displayed no vices whatsoever, I tried a few gentle aerobatics. For a model with some dihedral, it responded fabulously in the roll, and it looped cleanly. What a great design, and it looks lovely.

With any flight, take-off is optional, landing, is compulsory, and I needed to check my battery loading calculations. I landed after



Jester finally ready for the maiden flight at Buckminster.

about five minutes to recharge the LiPo. It was comfortably within my prediction at about 50%, enough to allow me to increase the flight time if I wanted to. The approach was smooth and the touch down ideal, with the tail holding off for a couple of seconds before settling. Perfect.

The following day I secured the aileron servos with my hot glue gun and on Monday managed a second flight. With the ailerons now giving full throw, the control response was even better.

I was delighted with the result. A superb model, beautifully built, that flew flawlessly.



Brian looking very pleased with how well the Jester flew at Buckminster.



Jester in the air on her highly successful maiden flight.

JESTER REUNITED WITH THE DESIGNER

All that remained was to fly the model with Bill present, and this took another direction as the day of the Woodspring event approached. It was a great weekend but anyone who attended will know that the temperature reached a balmy 36 deg C on the Saturday and, as a result, the flight was postponed given the extreme heat.

A quick discussion with Bob Moseley, and he went off to arrange an alternative venue. For this we must thank Beaufort MFC, Bill's old club, for hosting the flight on 22nd July and to Steve Kirby for his

help and hospitality on the day.

The day finally arrived, and it was a real pleasure to finally meet Bill and his wife Jane. Both of them were delighted with the finished model and eager to see it in the air. After a quick chat with Steve about local conditions, I talked to Bill about how we all came to be there on that day.

It turned out that the Jester airframe was about 15 years old, but storage in a warm workshop had caused the tissue degradation. Bill's last model that flew was the Bobtail published in Aviation Modeller International in 2009 and the Jester followed close behind. The picture of

Bill's 'Bobtail' came from Jane along with photos of several of his other models.

His lovely little Tiggermoth is also available on Outerzone. Originally designed for a geared 400; very similar to my own Veron Tiger Moth which sported the Graupner 400 motor and gearbox and that flew well for many years on 6 AA cells. The photo of the Tiggermoth is dated June 02 just before brushless motors, LiPos and 2.4 GHz took over the world.

So the time for talking was done, it was time to fly. There was a stiff breeze blowing, but it was steady conditions that I was quite happy to fly in having

Brian, Bill and Jane Lister meet up at the Beaufort MFC flying site to show Bill the finished model.



Radio Controlled Aircraft, Boat and
Model Engineering Plans & Parts

sarik hobbies

Plans
Laser Cut
Wood Packs
Canopies
& Cowls
Short Kits
Materials
Coverings
& much more

**The World's
Biggest Selection***

www.sarikhobbies.com

* World's biggest selection of printed RC Model Plans & Short Kits.

**MODEL
AIRCRAFT
BUILDER**
Find us on
Facebook

already test flown before.

One final word with Steve and it was time. It was lovely to take off confident that the model was going to perform well and, despite the wind, it flew superbly. The model is light, has plenty of power and put on a great show for its designer. I

managed to perform a few manoeuvres to display the quality of its flying, some loops, rolls, a spin and a couple of stall turns. It all went well. Even the landing went as I had intended, low in over the crops to give myself plenty of space to allow the model to settle in the middle of the strip. Everyone was delighted.

Chatting afterwards, Bill told me how he started work in 1962 at Weybridge and spent much of his life working in wind tunnels. It was clear from the way this model flew that his experience and



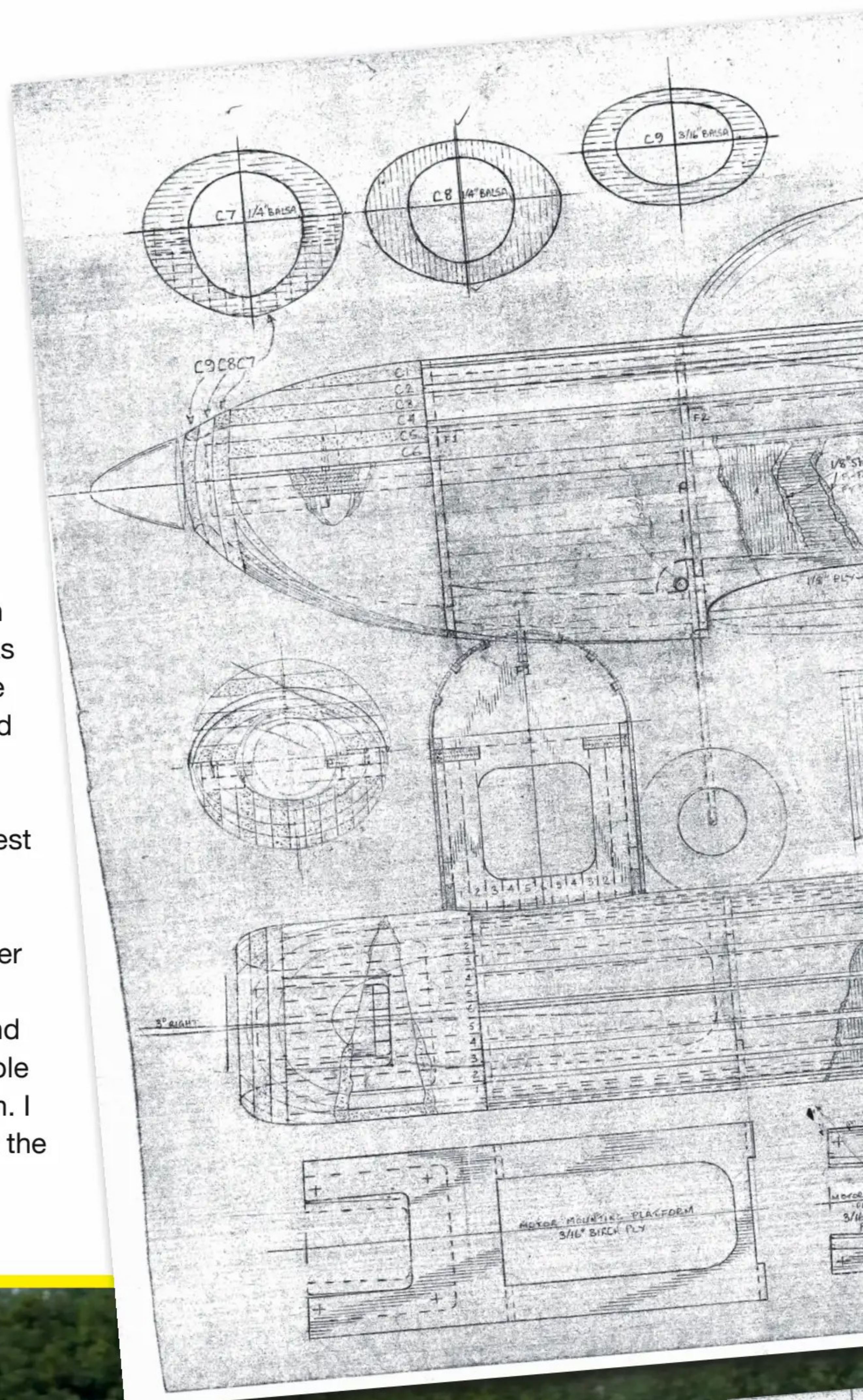
Bill working in the wind tunnel at Weybridge in the 1960s.

expertise had found its way into the design.

Bob, very kindly, gave Bill a framed photo that Alison had taken at Buckminster of the Jester in flight, as a memento. When I asked what was to happen to the model, I was told

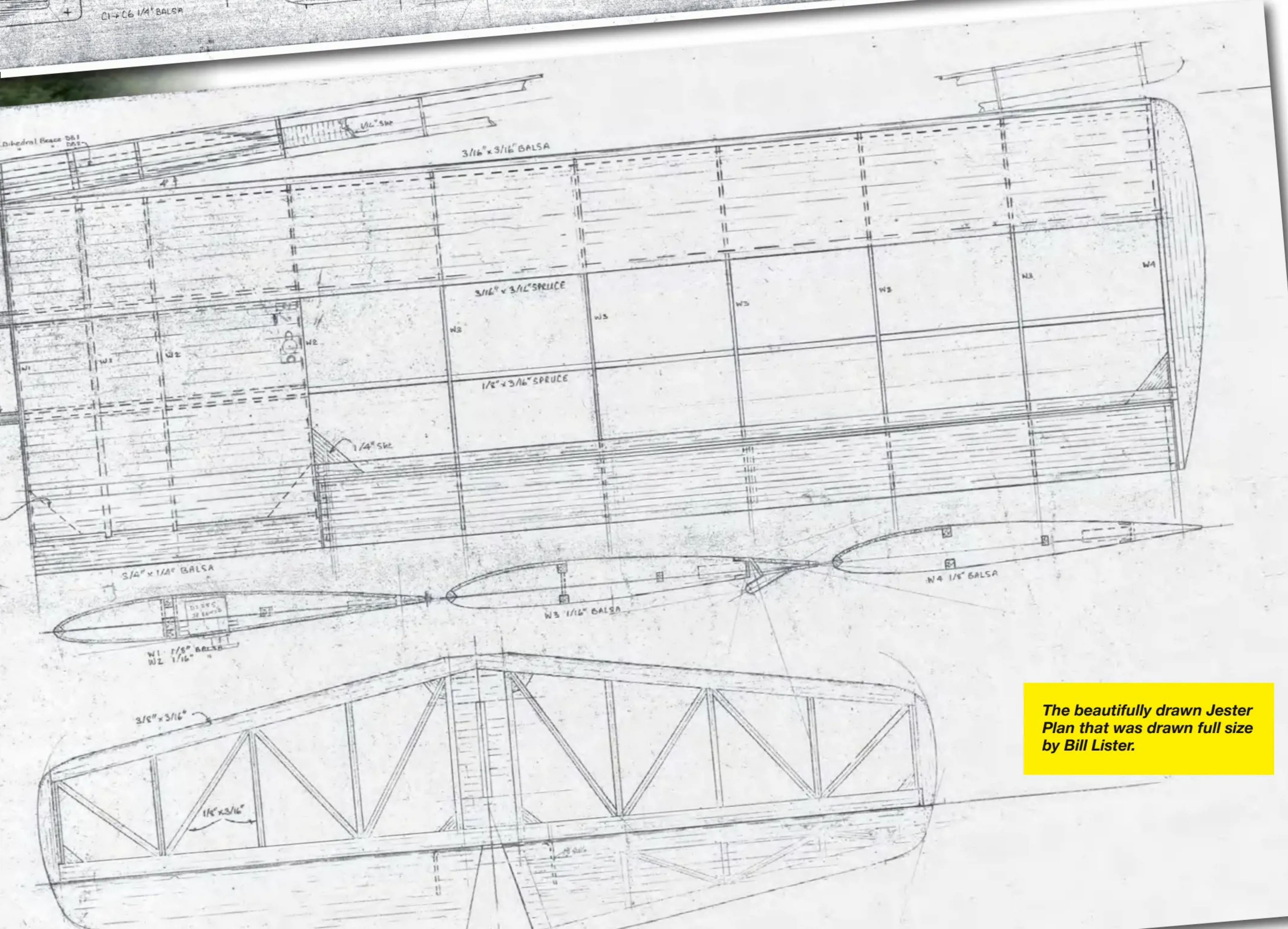
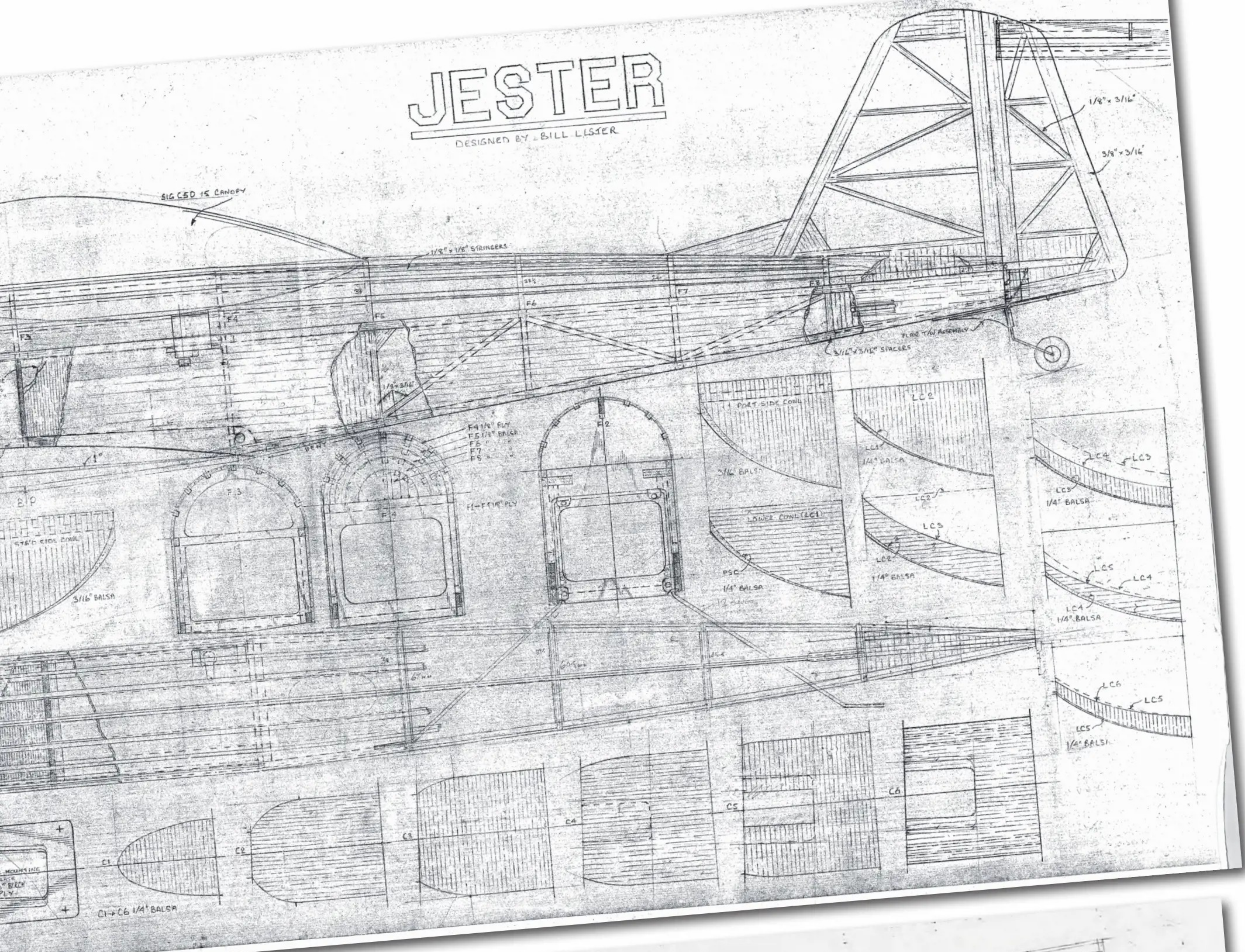
it was mine to keep. This was a lovely gesture and unexpected, I will do my best to look after it and keep it flying for as long as I can.

I am so pleased I put other projects on hold for this. It has been a real pleasure and my thanks to all those people who helped make it happen. I know that Bill and Jane left the airfield very happy. ■

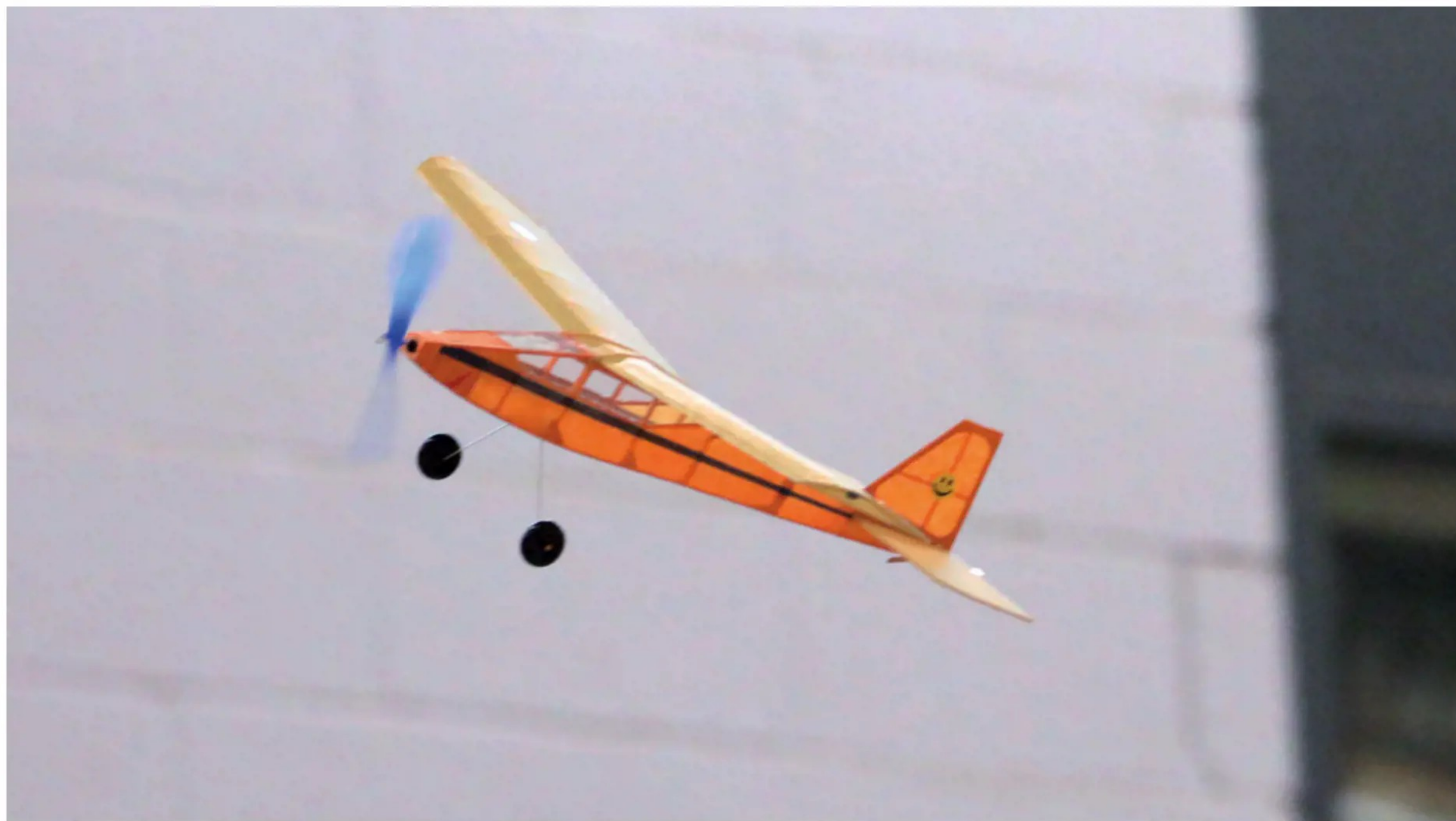


JESTER

DESIGNED BY BILL LISTER



The beautifully drawn Jester Plan that was drawn full size by Bill Lister.



Smiley in flight at Richard's Indoor Club.

SMILEY

16 Inch Free Flight model by Richard Preston

THIS MONTH'S FREE PLAN IS A DELIGHTFUL RUBBER POWERED INDOOR FREE FLIGHT DESIGN BY RICHARD PRESTON. 'SMILEY' FOLLOWS ON FROM RICHARD'S VERY POPULAR 'FROGWELL FLYER' RUBBER POWERED INDOOR MODEL THAT WAS PUBLISHED IN THE JULY 2024 AEROMODELLER

I probably design and build more of my own models these days than I do with plans or kits. Regarding kits, it is very rare that I succumb to the delights of opening a new box to examine the contents and smell that lovely balsa aroma, but that is not saying that they are inferior in any way. Far from it. In my early life I was able to travel to America with my job and one of my favourite activities (apart from the beer) was to scour the area wherever I was for hobby stores. This was in the seventies when there were still a lot of American kit manufacturers that produced some lovely designs. Names like Sig, Tern, Micro X and Peck Polymers come to mind and I was able to build up a good

stock of kits that were just not available here in Britain.

Over the years I have worked my way through my kit mountain and I have fond memories of a lot of them. Mind you, I certainly didn't get the flying results that I do now and this wasn't the fault of the kits. At the time, I didn't have the network of modelling friends with the same interests where I could get help and guidance to help improve the performance of these little models. I also don't remember there being many suitable indoor flying venues in those days. I gradually moved on to RC models, especially the vintage designs and my interest in small Free Flight models waned somewhat. I have now

returned to indoor flying with a new enthusiasm and I am thoroughly enjoying it. This has led me to design a lot of my own models, most of which have been good flyers but a few of them have performed much better than I expected. Perhaps I am learning about the mysterious art of indoor flying after all.

However, enough of this preamble (waffle) and on to the Smiley. One of my more recent designs that turned out to be a little cracker was the Frogwell Flyer (AeroModeller July 2024), which has since become quite popular in our club. Even our esteemed editor has built one. (Editor: I certainly have, and I can confirm it is lovely model that flies really well). I now feel fully qualified at 1/16"



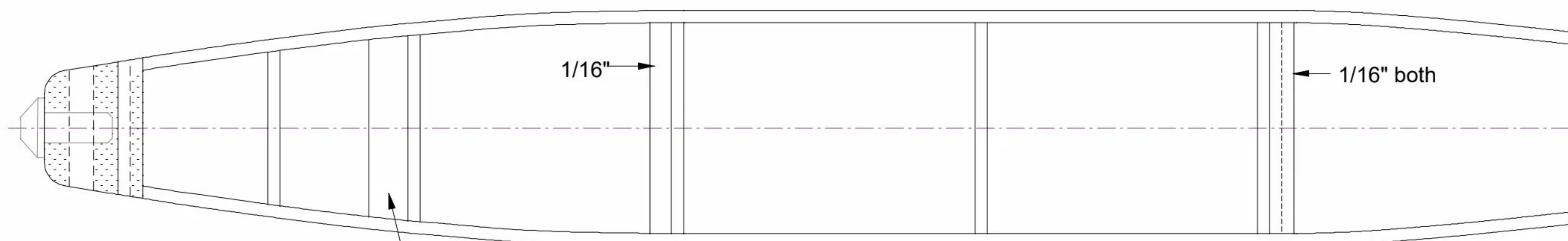
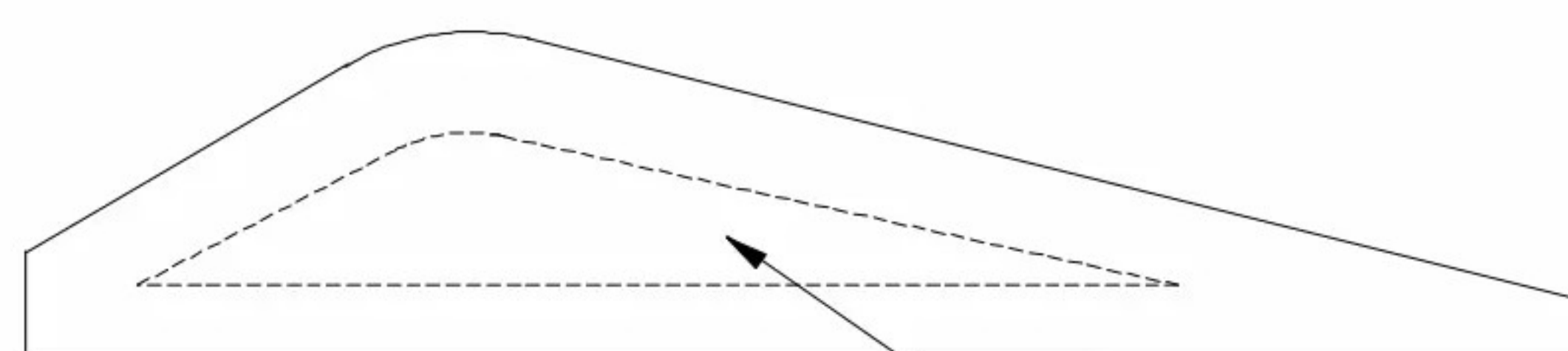
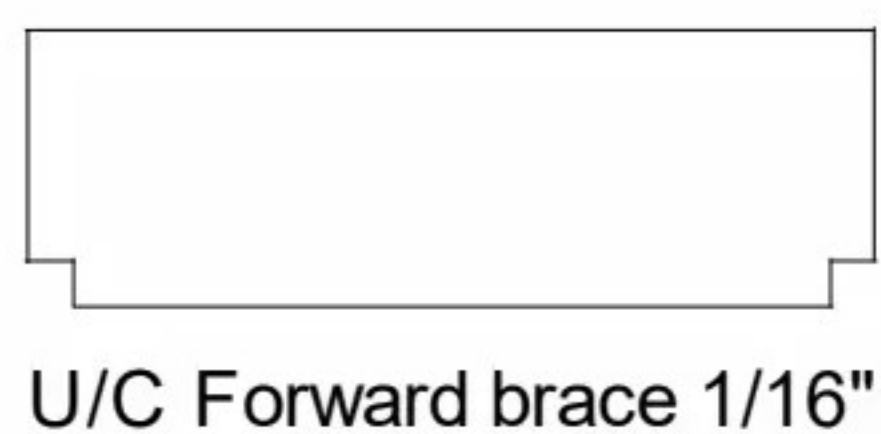
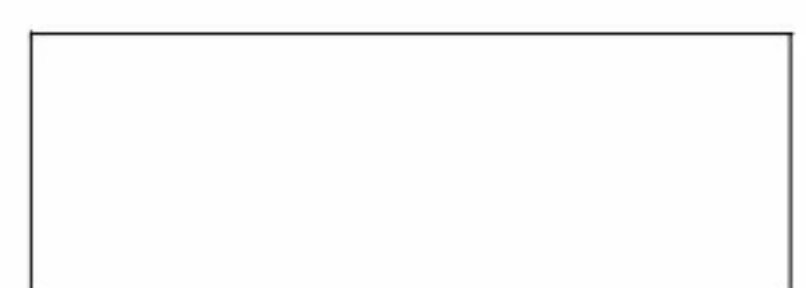
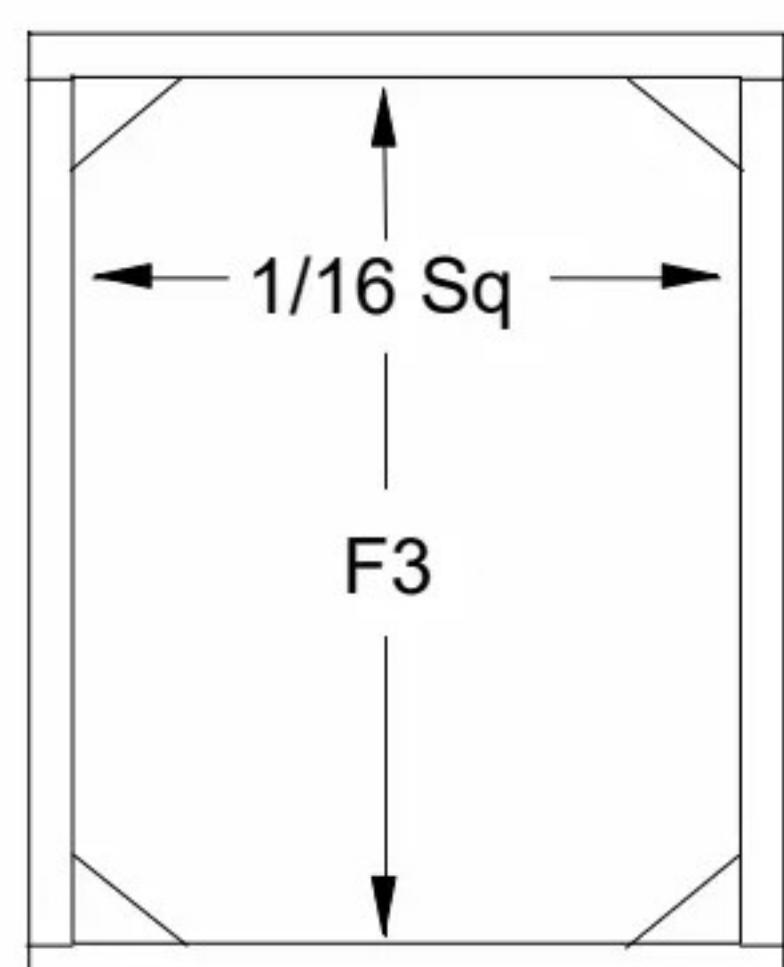
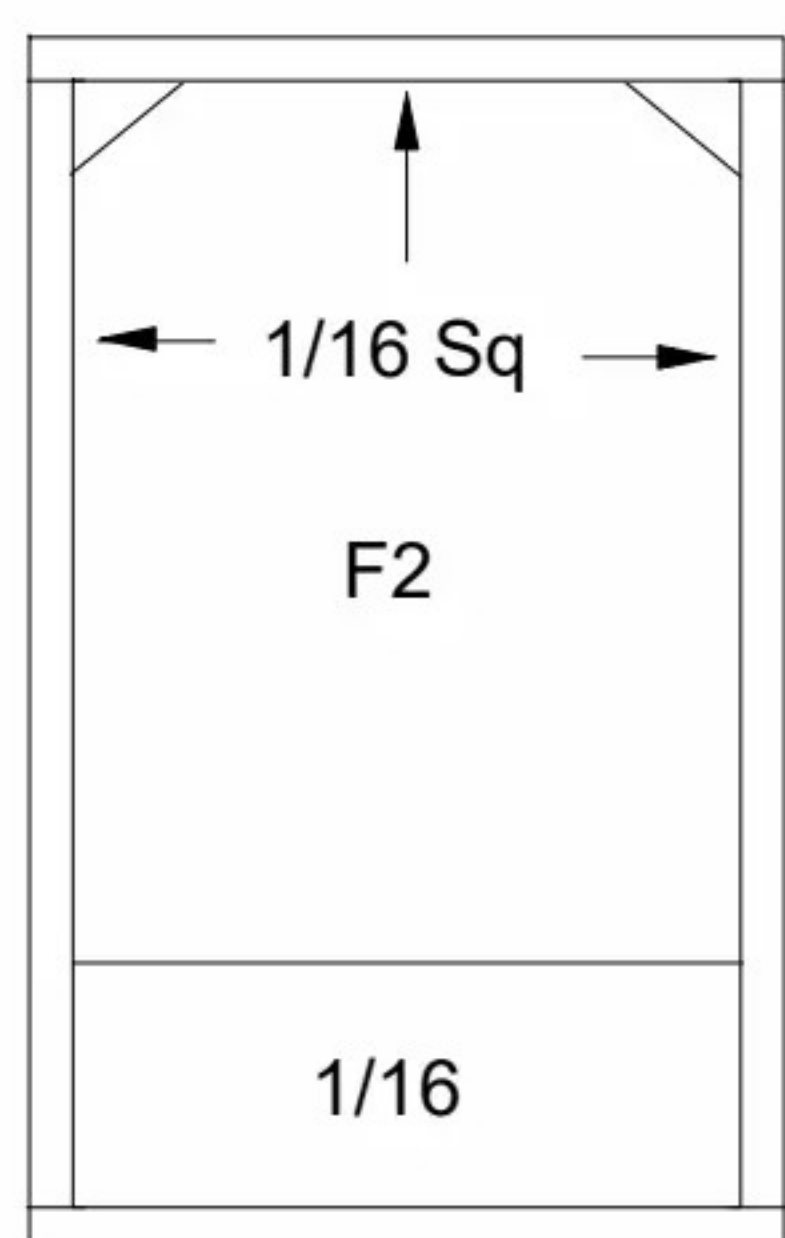
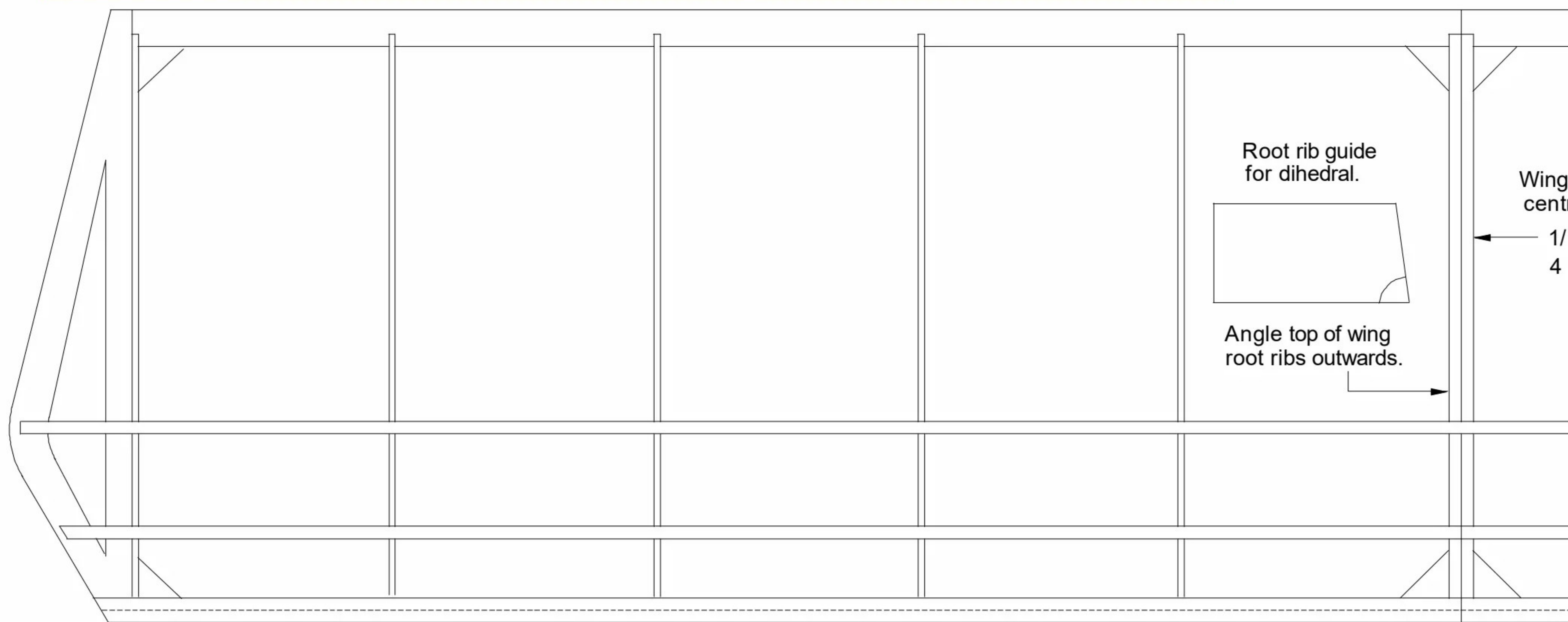
Smiley heads for the rafters at Richard's Indoor Club. These photos show the elegant and simple structure, plus the trim tab on the trailing edge of the tailplane.

square balsa bashing and I now try to use the minimum of materials to reduce the weight as much as possible, whilst striving to come up with a model that is a bit different and attractive. It has also got to feature design aspects such as good wing area, a decent aerofoil and all the usual aerodynamic norms that give a new design a good chance of flying in the first place. Luckily, Smiley has fulfilled all my requirements and it has now become one of my regulars in my fleet. It wasn't until I had actually completed the model that I realised that there was some design influences from the old Keil Kraft Ace which I built 'when I were a lad'. The Ace really flew well and I was lucky not to lose it. I was much

younger then and more able to jump over ditches and clamber through hedges but not anymore. I have fond memories of both the Ace and Playboy (the model not the magazine) but not so much of the giant Gypsy. Looking back, I think it was the propeller carving and the massive amount of rubber that beat me then.

There is not actually much to say about the construction and most modellers should be able to handle it easily and reference to the accompanying pictures should be self explanatory. The fuselage is basically a collection of straight sticks arranged to give sufficient strength without much weight plus an attractive profile. Like a lot of good rubber powered models, the nose is a bit longer than the

average scale ship but this means that a longer motor can be installed. The wings and empennage are all pretty standard construction and although the tailplane is a Warren girder design (I think), it does make for a good warp free structure and I have now standardised this tailplane construction when using 1/16" square for all of my designs. I now cover all of my models with Asuka tissue which is available from Mike Woodhouse at Free Flight Supplies (01603 457754 or www.freeflightsupplies.net). Also available from this modelling emporium are lots of other useful goodies which come in handy. Regarding the cockpit glazing, Mike stocks some lovely thin acetate sheet at 96 microns thick which is ideal



Longerons, verticals and cross braces 1/16" Sq.

Instrument panel 1/16"

Nose block 3 X laminations of 1/8" balsa cross grain. Use cutout from F1 for rear of nose block.

Windows, thin acetate.

1/16"

Optional wing dowels, front and rear.

F1

F2

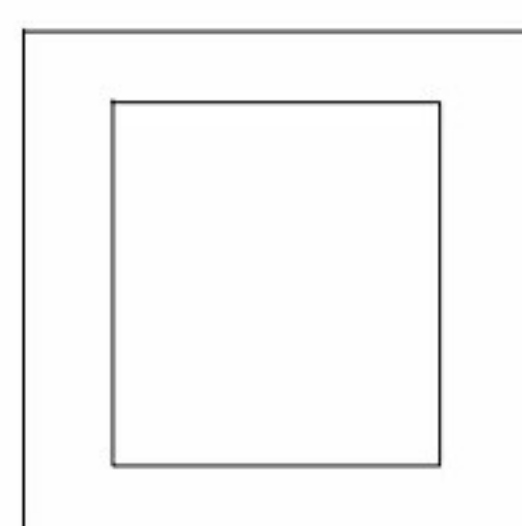
F3

1/16" sheet .infill Sides and lower.

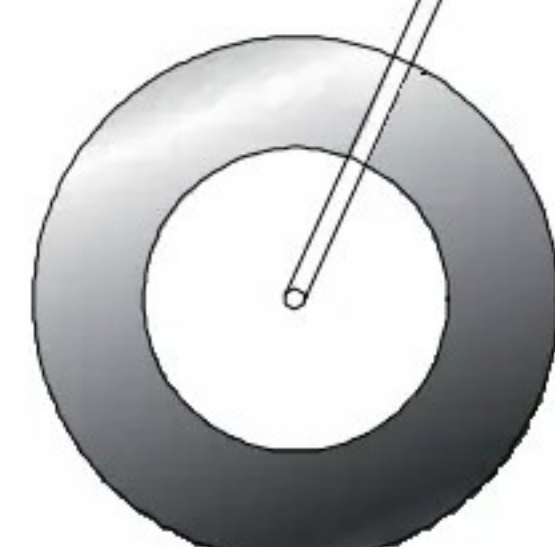
U/C Forward brace 1/16"

1/16"

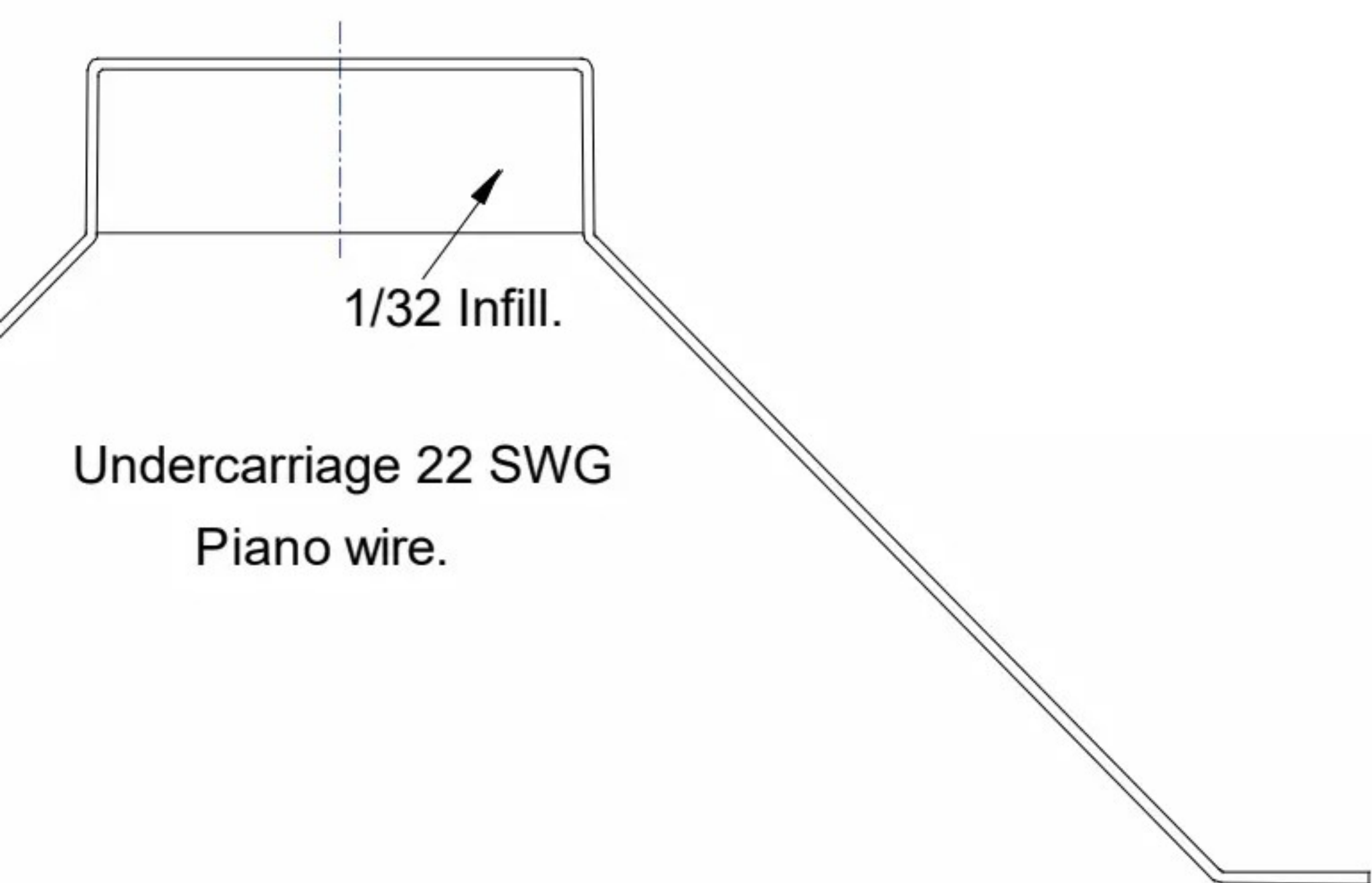
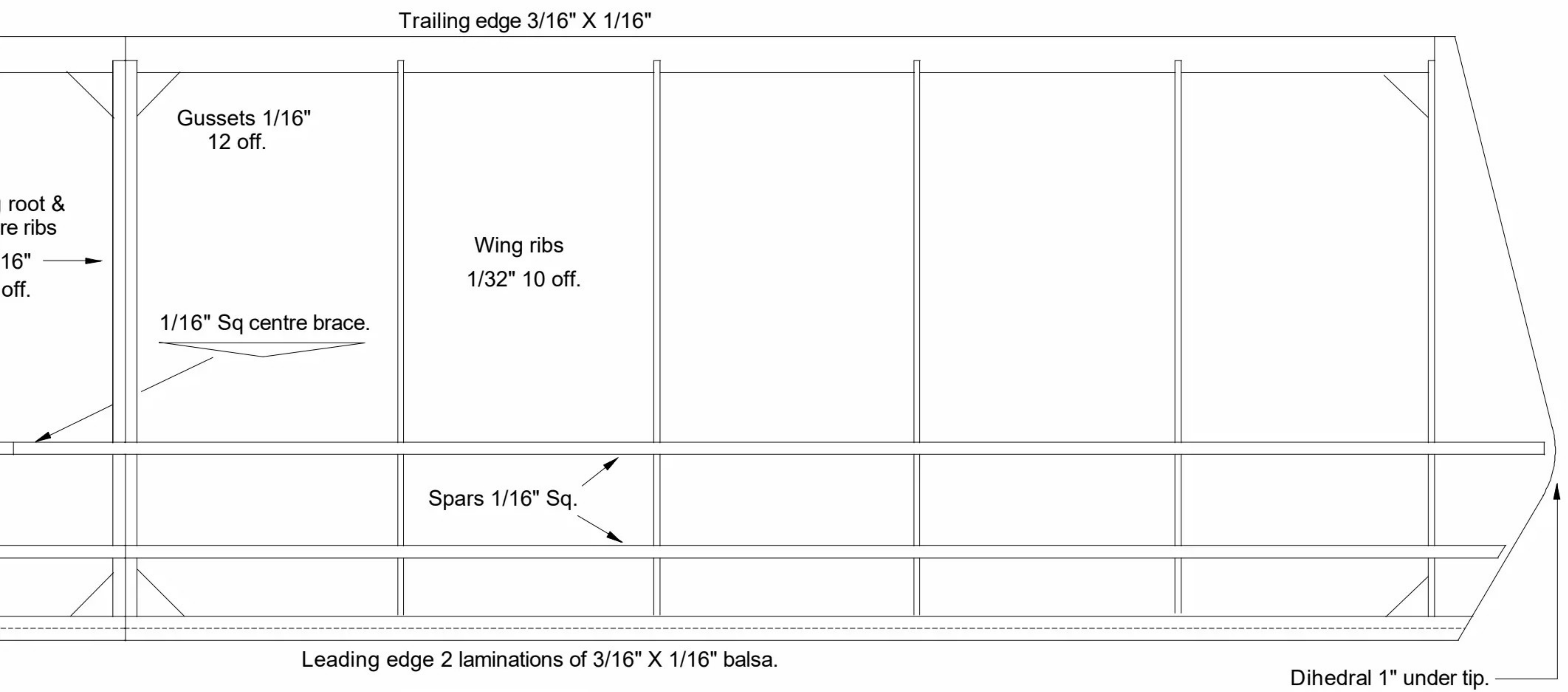
Finger hold brace 1/16"



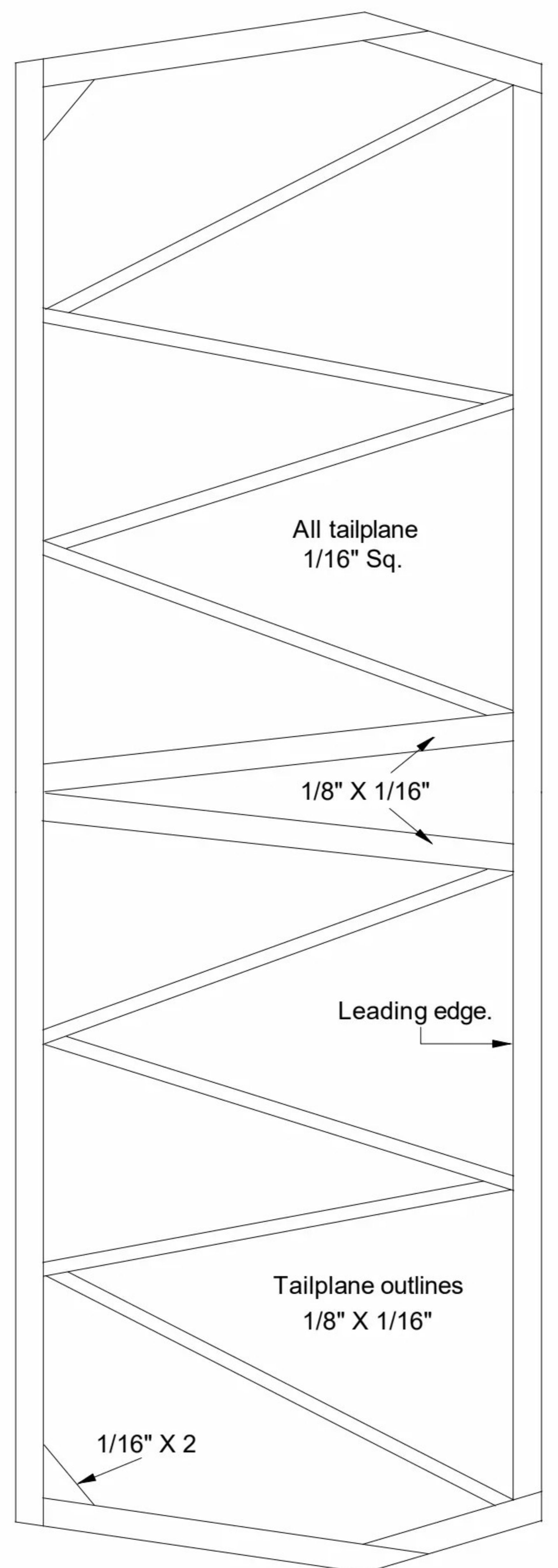
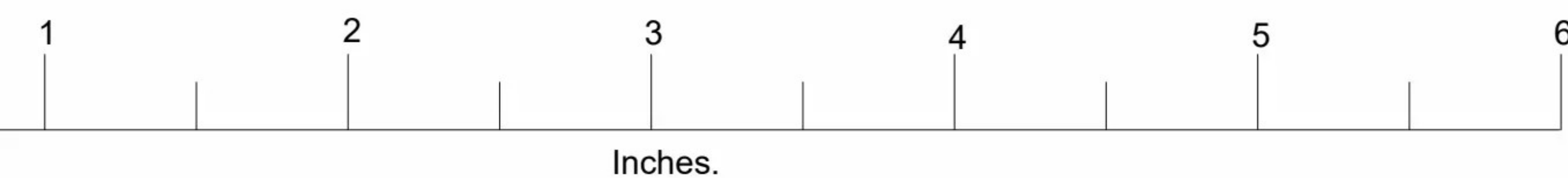
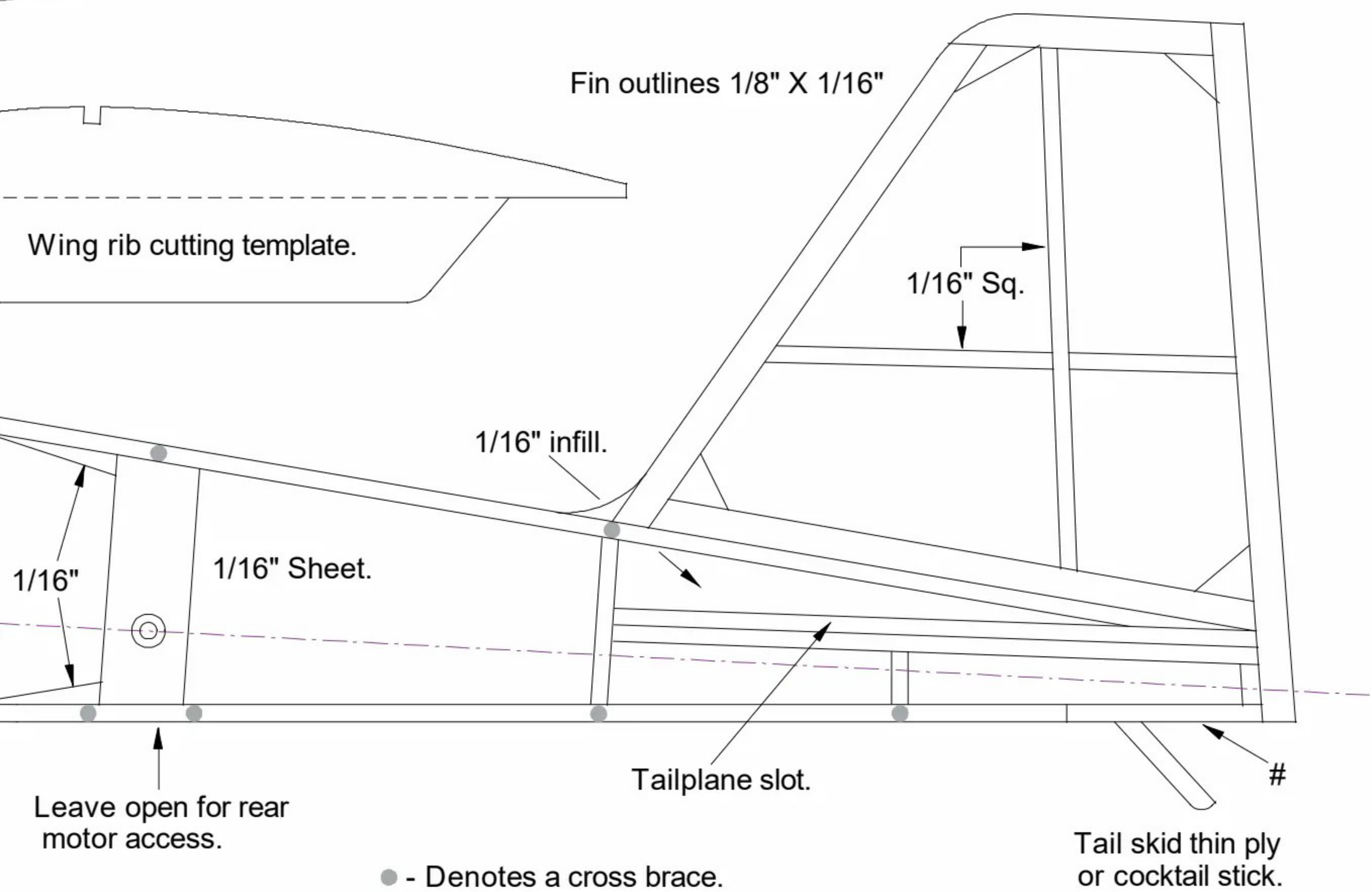
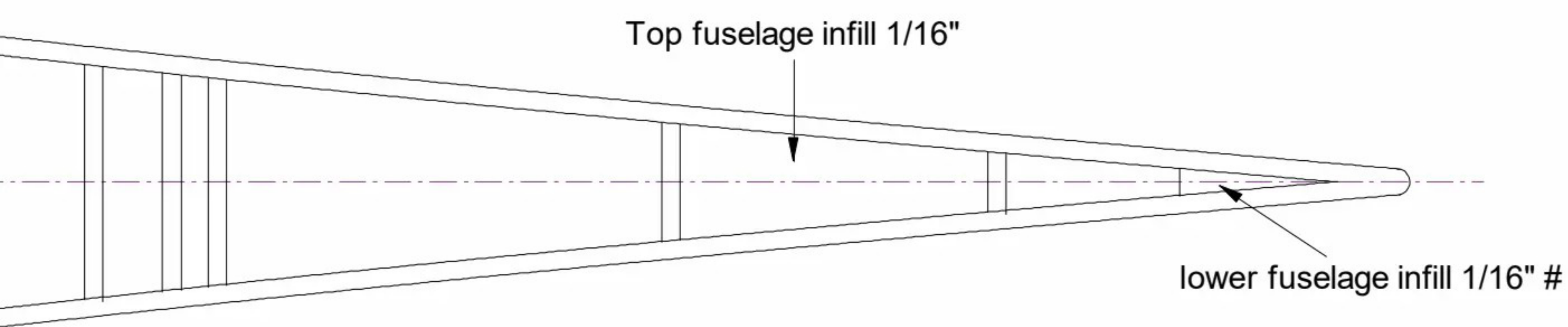
Cover with lightweight tissue.
Power - 10 inch loop 0.085 (3/32") rubber.
5 inch propellor



All materials Balsa unless stated.

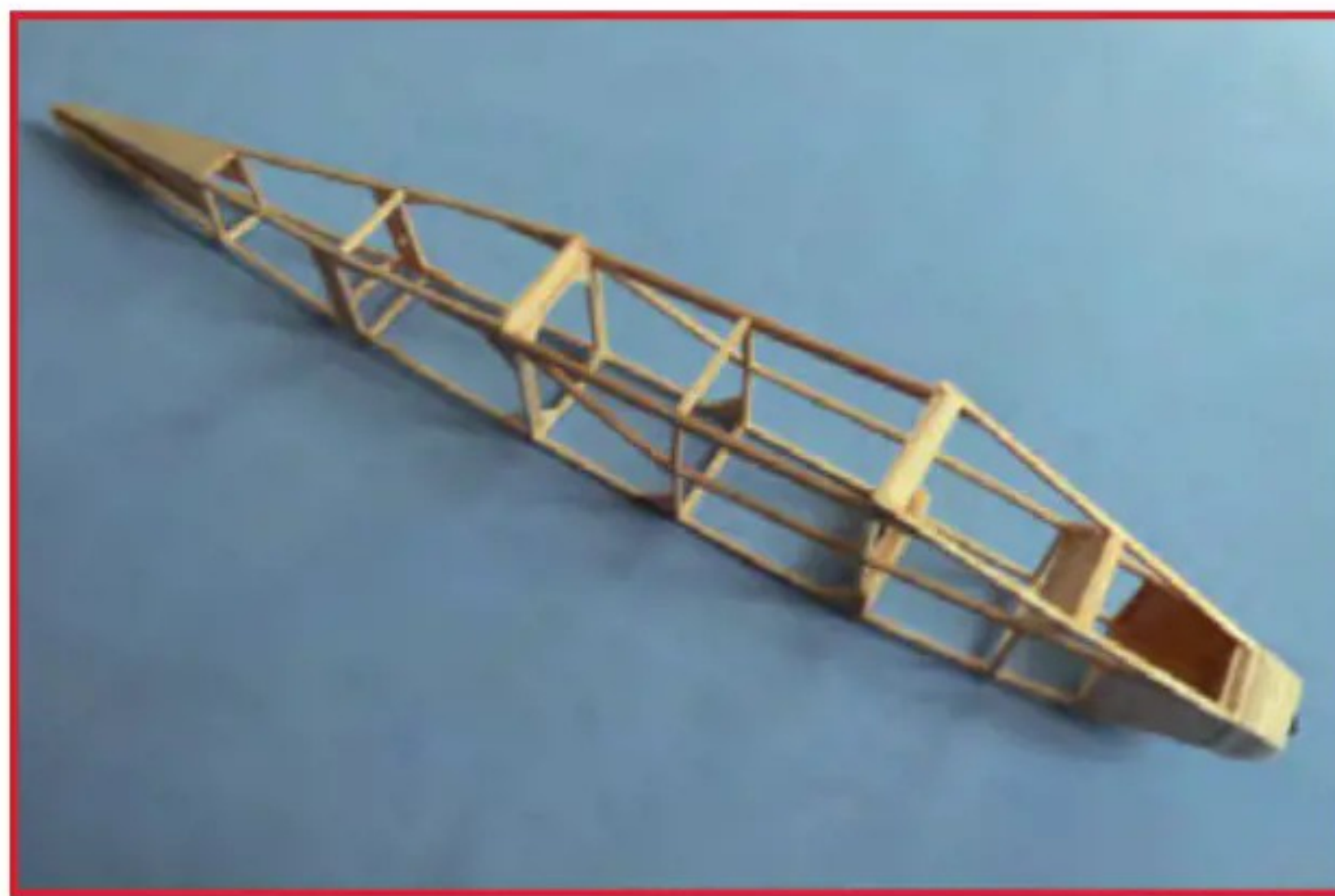


By Richard Preston.
16" Span.

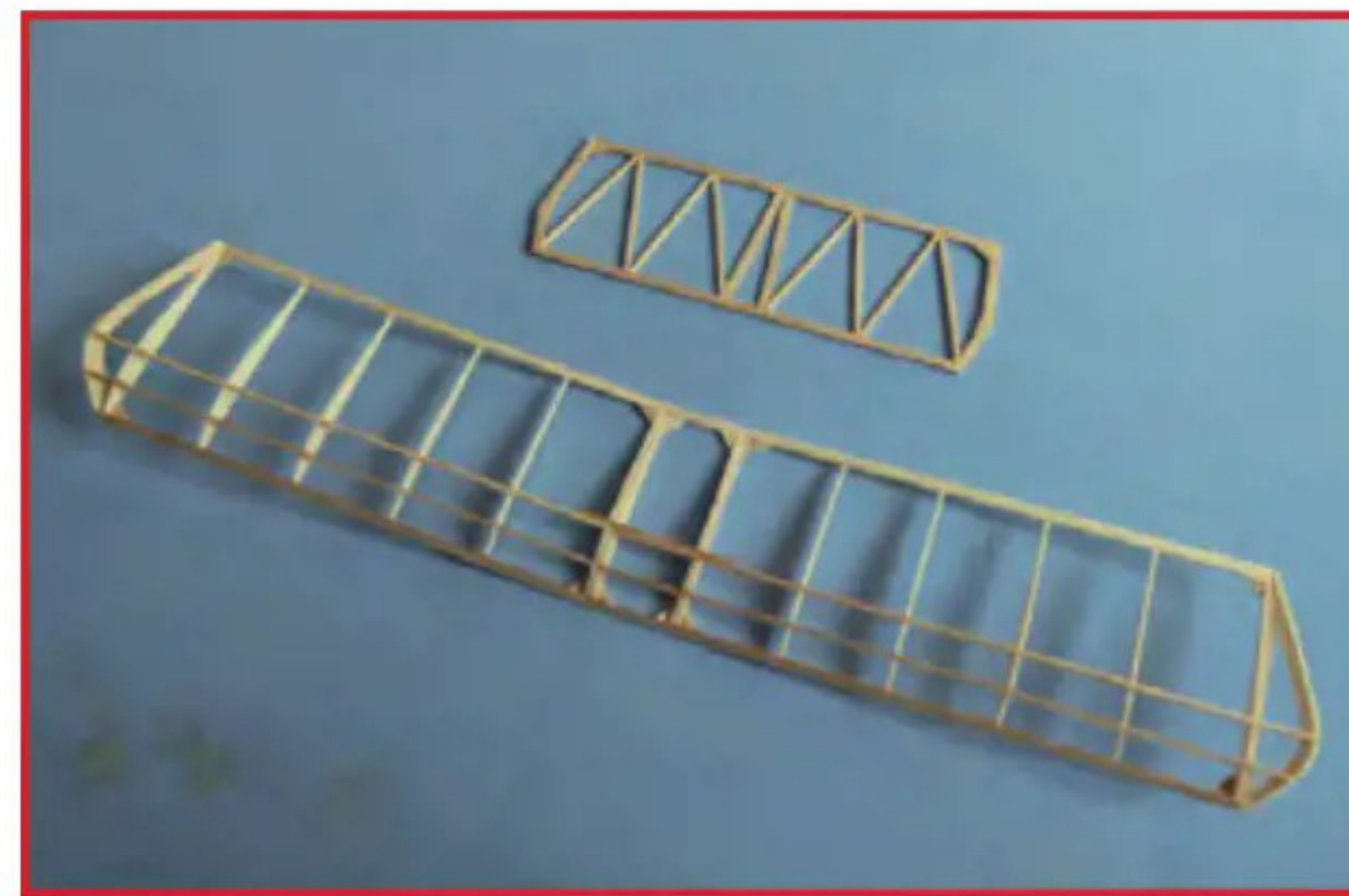




Side view of fuselage and fin.
(Richard Preston Photo).



Another view of fuselage. Not too many sticks.
(Richard Preston Photo).



Wing and tailplane construction. Note the wing tip cut outs. (Richard Preston Photo).



Fuselage front end detail.
(Richard Preston Photo).



Fuselage tail end detail. Note the tailplane slot.
(Richard Preston Photo).



Rear face of propeller blade showing the clear adhesive tape for balancing. (Richard Preston Photo).



Smiley with optional wing bands. (Richard Preston Photo).



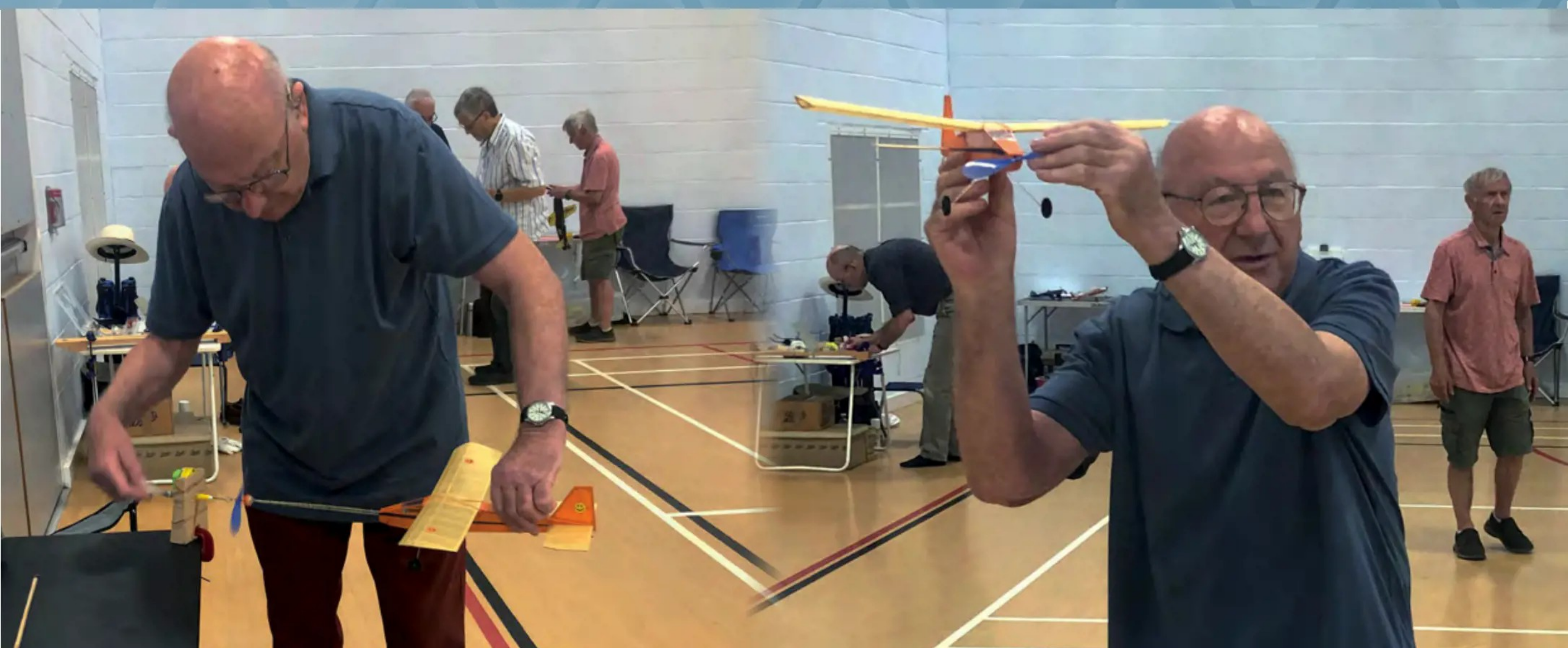
Smiley looking happy. Note the discrete acetate rubber trim tab.
(Richard Preston Photo).



Instrument panel is a nice little feature that adds character but virtually no weight. (Richard Preston Photo).

PRINTING THE PLAN

The plan is A3 size, and is printed on 2 pages of the magazine. Set your printer to print each page of the plan at full size, the 2 sheets can then be joined together to give the full size A3 plan. To avoid pulling your copy of the magazine apart to print the plan, the plan and the build article can be downloaded from the AeroModeller Free Plan archive at <http://quickconnect.to/techdudenas>. This is hosted on your Editor's personal cloud server, and it may be slow to login at times, you might need to try 2 or 3 times to access the download site. Once you have accessed the site, the login username is 'AM-INNERZONE', and the password is 'Aero-Download-Site-25', note that this password is case sensitive, so it needs to be entered exactly as shown here. Once you have logged in, double click on the 'File Station Folder' icon in the top left hand corner of the home screen. When this opens, double click on the 'AM-InnerZone' folder icon in the centre of the File Station display. To download the plan you simply right click on the plan name, and then click on 'Download', the plan will then download directly to your device. The article is available on the download site as individual pages, as well as the PDF of the entire article, the separate pages are useful when downloading the plan pages to then print.



Richard carefully winds the rubber motor. Interestingly, Richard clamps the winder rather than model to the table.

Richard prepares to launch for another majestic flight.

for small lightweight models. He also stocks the KP Aero plastic nose plugs and various lightweight wheels. I nearly forgot the rubber of which he has a good range of widths. When it comes to the tissue covering I generally use Delux Materials tissue paste. When dry, I water shrink it and pin it down on to a flat board using 1/4" balsa stand offs. After shrinking, I apply a coat of banana oil which dries to a lovely sheen without warping the lightweight structure. I have tried other finishing preparations for the tissue but I now feel comfortable with this method, the choice is yours.

The propeller I have used is a 4 3/4" (120mm) blue plastic from the Vintage Model Company (01629 258240) although I do find that these are usually out of balance quite a bit. I don't know if this can adversely affect the performance on a rubber model but prop balancing was always something I did when flying IC powered models. These propellers are quite thin so there is not much material that can be sanded off the heavy blade. I use a strip of clear adhesive tape stuck on the rear face of the lighter blade until it is balanced. You could probably get away with a 6" (150mm) propeller but I find that there is less initial torque induced turning after the hand launch when using the smaller one. As for rubber, I have found that the sweet spot in our hall is when using a 10" (250mm) loop of 0.085" (85 thou). This is about 3/32" in old money. After all this work or should I call it pleasure, you will be ready

for flying your Smiley.

I can usually tell fairly quickly what the trim is going to be like if I try the first test glide with about 100 turns wound on. Mine is trimmed for a left hand circuit and the 85 thou motor takes it to just under the ceiling girders in our gymnasium venue. I also fit small clear acetate trim tabs to all three of the flying surface trailing edges so that some fine tuning can be done. A small gurney flap would do the same job. You may ask why I have a detachable wing on a small model like this. There are a couple of reasons really. Firstly it is useful if packing in a box is required for model transit and secondly, it is useful if packing shims are required

under the wing leading or trailing edges for trimming. Luckily, mine didn't need any here so there is a good chance that yours will be OK if you want to glue the wing into position. Ah yes, I nearly forgot to mention that I usually build up the motor winds gradually to 1000 turns. This is sufficient to produce a nice climbing turn to the left followed by some nice circuits that are not too fast before a realistic descent for landing. Smileys all round. I have to thank John Whatmore for preparing the CAD drawing for the Smiley. I am sure that a nicely drawn plan actually encourages modellers to build. All in all, this model has been easy to build, easy to cover and easy to trim so why not give it a go. ■



And away she goes, off on another sortie around the hall.



Pontefract PANDAS 13th Fly-In and Retro RC Weekend

ANDREW BODDINGTON WAS THERE WITH HIS CAMERA TO CAPTURE THIS POPULAR ANNUAL EVENT FOR TRADITIONAL RC AND CL FLYERS.



Lucky 13th Retro RC event at the PANDAS Pontefract Racecourse flying site saw a good turnout of diverse traditional RC models.

The Pontefract PANDAS club get together is now an eagerly awaited event on the calendar for those interested in Single Channel and Retro RC equipment and models from the golden years of aeromodelling, pretty much anything in the second half of the 20th century! The second weekend of July marked the 13th of these gatherings with the Sunday being purely for Retro RC models and CL.

The PANDAS club is to be thanked for making all us visiting modellers so welcome at this well run event. In particular Shaun Garrity and Phil Green who have done so much to encourage this branch of aeromodelling with updates using the latest 2.4 GHz RC technology as the basis for older styles of control such as Galloping Ghost and

Single Channel in various proportional and 'bang-bang' forms. You can follow their activities via the website www.singlechannel.co.uk

The weather was reasonably blustery but it did not stop most from flying their classic and vintage RC models. As usual modellers were encouraged to participate in a group build, this year's design being the all-sheet "Grokker" by Tore Paulsen.

Also in attendance was Dave Cowburn who had set up and managed a CL flying circle allowing many who had not flown CL for a few years to pick up the handle again. The event is informal with a few fun prizes at the end for interesting models, along with Wes Denton of SAM 35 who ran the popular Single Channel spot landing competition. ■



Organiser Shaun Garrity briefed the pilots on what was expected of them to have a fun and safe day's flying.



Graham Worfolk of the PANDAS club was flying a PAW 1.5cc powered Mills-Bomb/Beam (AM Free Plan Jan 23) which had been renamed the Laser Beam as it was from laser cut parts!



Richard Turner is a fan of the KK Super Sixty and had come up with this variation on a theme that even my father David Boddington didn't attempt! The low wing version features reduced dihedral and ailerons on the wing as well as a tricycle undercarriage and performs faultlessly with Thunder Tiger 54 four stroke power. Control is from a Fleet transmitter converted to 2.4 GHz so the original telescopic aerial is just for show.

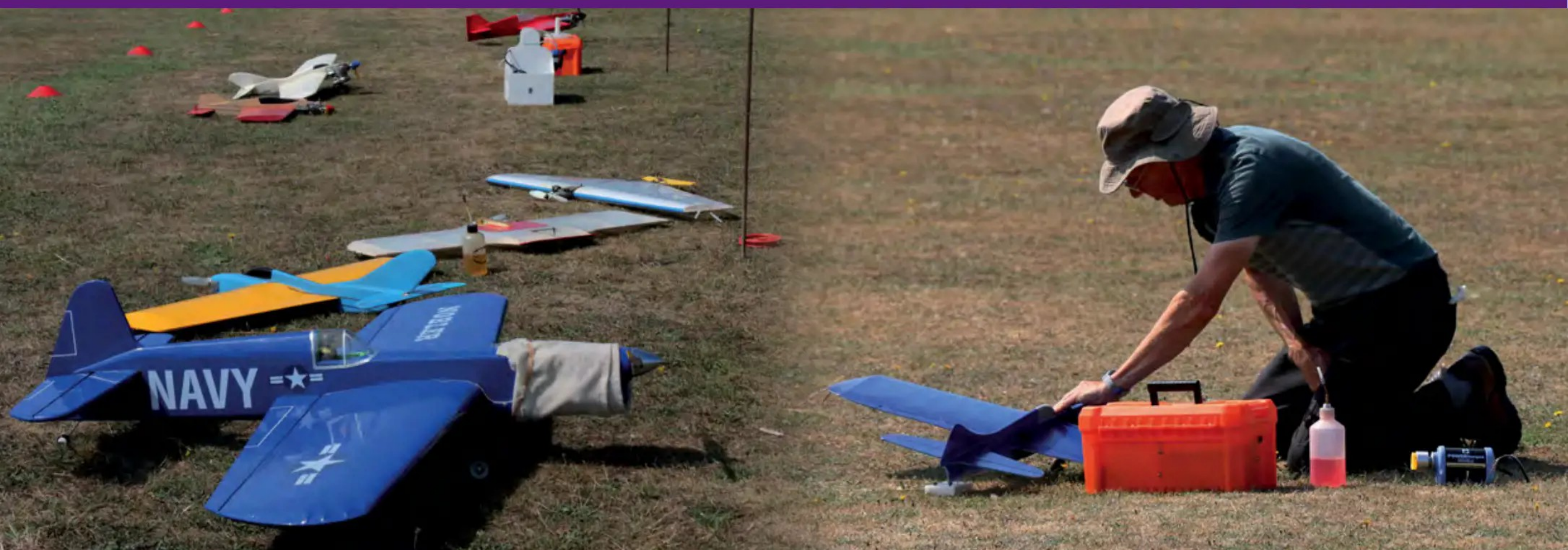
PHOTO REPORT



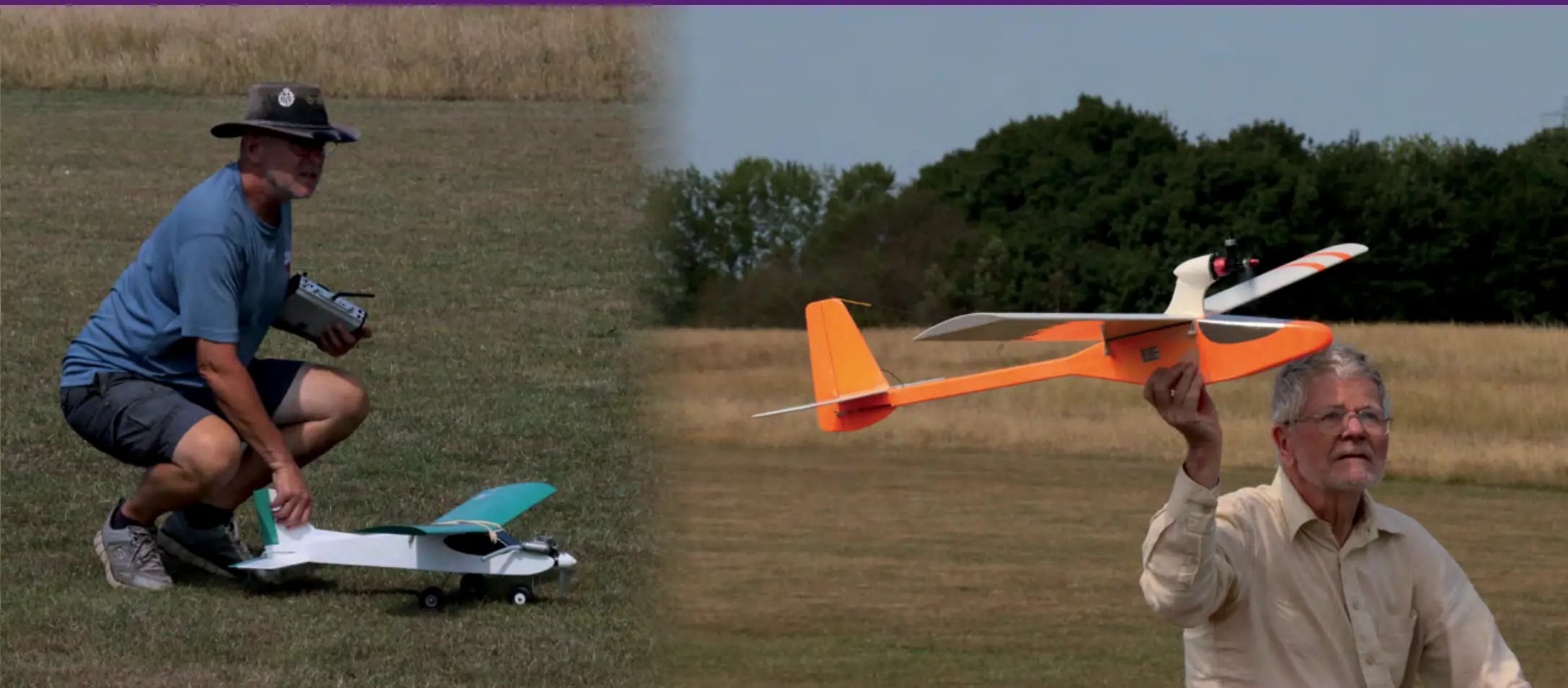
Also in the KK 'Sixty' family was this predecessor the Junior 60 with electric power.



This KK Super 60 of John Hey dwarfs the RC 'Micro-Super' which has happily flown in the calm of indoor venues.



Dave Cowburn was in charge of the grass CL circle which gave many the opportunity to revisit their model flying past.



Many of us 'mature' modellers have taken the opportunity to revisit the builds of our youth with the benefit of 50+ years of experience... Paul Blakeborough flew this Imp RC trainer while Wes Denton had a Cox Texaco 049 powered Minnow, both copies of their first ever RC models.



This crisply finished Robbe Charter trainer was built from a 45 year old kit.



David Kay prepares his Gooney Bird flying wing.



PHOTO REPORT

This electric RC 150% enlarged KK Ace by Colin Baxter was light and felt the blustery conditions.

Graham Gooch gives scale to the characterful Shrimpo designed by Malcom Abzug in 1938.



The mass build for this year was the Jedelsky winged all sheet Grokker which was originally published in a Danish magazine, an Ugly-Stik style of model for 0.049 engines at it's original size, some chose to enlarge the model slightly and all chose electric rather than IC power.



Prettiest of the Grokkers was this nicely finished version by Mark Deans.



This Ken Willard Gasser is another beautifully finished model by Paul Jefferies. PAW diesel powered and 3 function RC it is a little lacking in positive turning perhaps due to the smallish fin?



This impressively large variation on Dick Twomey's Leprechaun made the most of its complex structure with transparent covering.



Peter Christie kept the flag flying for 20th Century technology with this 35MHz single channel with rubber escapement Sub-Mini.



At over 50 years old the original Mike Birch RC aerobatic Capricorn was also a welcome attendee at the Retro RC event.



Colin Baxter with his Dragonette from the 1965 AeroModeller Annual. This 40" span unorthodox design mimics the Dragon Fly insect and was originally FF. Colin's well finished build with suitably large eyes was 3 function RC with electric power.



Providing a welcome diversion from activities was usually online retailer Retro Modeller (retromodeller.co.uk) who had useful caches of new and old stock items.

John and his
latest creation.



The Obsessive Builders

FAST AND AGILE!



HERE IS JOHN PERIC'S LATEST INSTALMENT OF HIS OBSESSIVE BUILDERS DIARY. THIS TIME JOHN DESCRIBES BUILDING A LOW WING VERSION OF HIS RCM TRAINER JR, WHICH FOR ONCE HAS ACTUALLY BEEN REDUCED IN SIZE. JOHN HAS ALSO INVESTED IN A NEW WORKSHOP TOOL, AND TRIED A NEW WAY OF PAINTING HIS MODELS, AS WELL AS PLANNING TO BUILD AN ENGINE.

FAST AND AGILE!!! CHAPTER 3 OF THE OBSESSIVE BUILDERS DIARY

In the April edition of AeroModeller, you dear readers, were introduced to my RCM Trainer Jr and a variant with an undercambered (flat bottomed) wing. The latter is a trainer indeed with the type of flying qualities one would expect of a trainer and since I'm not a beginner this aeroplane probably won't get that much use. The former on the other hand is a pedigree sport flyer that would keep most enthusiasts entertained and now has about twenty five flights on the clock.

I compare model flyability to my 60 sized KAOS that without doubt, is a superb flying machine. While great, the RCM Trainer Jr is not quite up there with the KAOS and during each flight my mind wanders to how can I make it better. Make it low wing comes to mind so despite my drive to finish off a heap of unfinished projects, I just had to make a low wing RCM Trainer Jr.

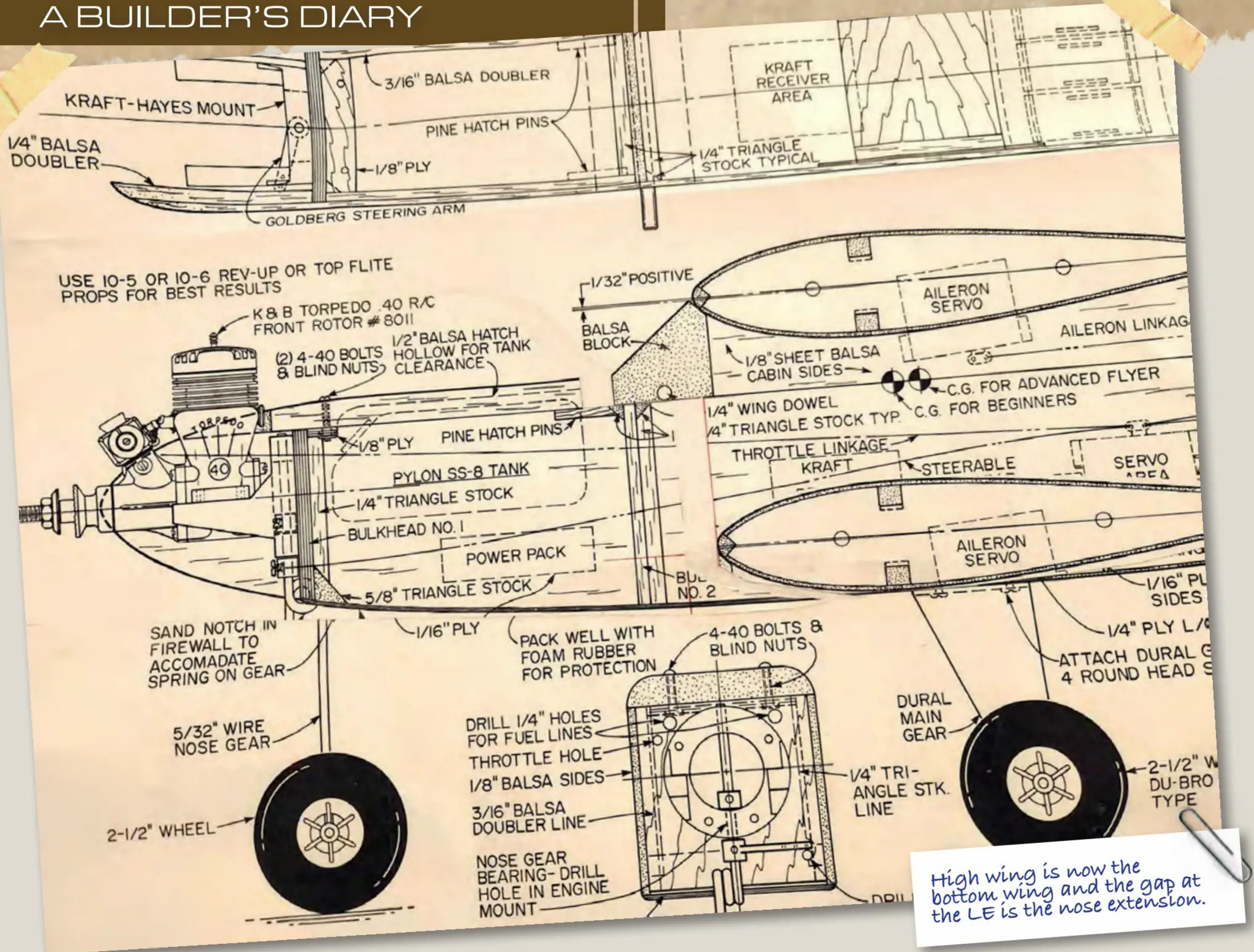
Oh dear, I think I pressed the wrong button, it's come out smaller ... well, not really. While most of my engines are of the bigger variety, I do have some delicious smaller engines so when I went to get my plan resized, I concentrated hard against muscle memory and hit the reduce button instead, forty inches span to be precise.

Now the RCM Trainer Jr is a very easy plane to build and there is always an engine I'd like to see working...in this case from a selection of lovely 2.5cc beasts, some old, from the 1960's, and a couple of modern powerhouses. That settles it, start with the wing but before I do that, I'll digress just a little. How does a high wing model become a low wing model? In my case, copy the high wing installation in the plan view and stick it on in the low wing position. Whola, a low wing (ignoring the still extant old wing) RCM Trainer Jr....start cutting John.



RCM Trainer Jr where it all started.

Diary 3



High wing is now the bottom wing and the gap at the LE is the nose extension.

A MATTER OF TECHNIQUE

For the last thirty five years or so, I've been using a twelve inch disk sander for most sanding tasks. The problem is, only the half disk, the section rotating down is usable, so my twelve inch disk is really a six inch sander. If my job strays across to the part travelling up, it catches and flicks up, invariably destroying the job. I've been eyeing off a horizontal belt sander for some years now. They come in big industrial sizes (and prices) that I don't need and small sizes, possibly too small.

Anyway, I went for the smaller size and chose a Proxon, good quality machine. These machines are conveniently fitted with a stop that prevents the job flying off the end. I stacked 18, 2mm bits of balsa and using double sided tape, stuck on top a copy of the rib profile. That's when I discovered the shortcomings of this smaller machine...the belt is only 50mm wide so can only handle stacks 50mm high. Bigger piles of balsa sheet for bigger planes will still be made on the trusty old disk sander. I did true up the table and belt to 90 degrees as best I

could and off I went.

The sanding was easy and when finished, I checked the pile for squareness with a try square. If they're not square the rib size will not be uniform. Hmm, pretty good but not perfect. Over the years I have perfected a technique that gives me perfect ribs on the disk sander, I suppose practice will make perfect on the new belt sander as well. This lot is certainly good enough for a first try. Building the wing is exactly as per the April story but I did try a new hinge installation technique on the ailerons.

If you are like me you find hinge installation tedious and often find the aileron is sitting high or low relative to the rest of the wing. My aileron making approach is to make the wing complete then cut out the aileron using a bandsaw. I then install a pre-cut wing trailing edge and aileron leading edge, sanding for a perfectly blended aileron. It's hinge location that may throw it out of whack.

This time, using low tack double-sided tape I stuck together the false trailing edge and aileron leading edge with a thin

spacer in between. The aileron tapers toward the trailing edge like the rest of the wing so I cut in the taper angle for a perfect fit (see photo so it all makes sense) but before pulling the lot apart I cut in slots for the mylar hinges, all then come out perfectly aligned. First I fit the still taped together unit to the wing and then glue on the aileron. Perfect! The ailerons are once again exactly where they should be.

Now I have a perfect wing, how do I attach it to the fuselage? With such a small 40 inch span plane, that was easy, like positioning the new wing location on the plan, glue it on...and so I did.

Now that the wing has moved from being on top of the aeroplane to the bottom of the aeroplane, I'm left with a couple of decisions. How do I get into the fuselage to fettle the innards and what do I do to make the top look less bare. Two in one solution. I cut an access hatch where the wing used to be on top and then glued a Sig 6" canopy to the hatch cover. Any other changes? Yep, two more. The original RCM Trainer Jr

was tail heavy requiring some ballast up front. I resent adding lead and don't really understand this drive for lightweight engines. I'd rather have a heavier crash resistant engine instead of lead up front. I once mounted a 3W 56 in a 90 inch World Models Extra. Great lightweight engine but it took 3.8 kg of lead to balance the thing. On the second landing the shonky ARF carbon fibre undercarriage collapsed. Pure ARF!

For this little aeroplane, I figured I'd need lead up front so stretched the nose by 10mm. Same thing, copy the nose section and stick it back on the plan, 10mm forward. This also gave me more room to move the undercarriage around a little. Easy peesy. When finished, the model still required ballast, all 9g of the stuff. Pleased with my efforts, I even installed a home-made 100cc fuel tank.

The model is covered with lightweight tissue on sheet surfaces and 5 mm silk on the wing. The lot was sealed with dope and then painted with automotive acrylic lacquer. I thought this would be a cheaper approach but in the end it works out to be about the same as Randolph Dope. Dope is one process step shorter as it dries shiny. Automotive lacquer dries mat and requires a shiny topcoat that I elected not to use to save weight... looks good anyway.

In the April article I focussed a little on the angle of attack, which on the RCM Trainer Jr is 1/32nd of an inch with a symmetrical airfoil. You probably know that a symmetrical airfoil with no angle of attack (AofA) produces no lift. 1/32nd of an inch angle of attack generates a very small coefficient of lift and the plane has to fly fast to avoid flying nose high. Do I increase the AofA? I chose not to and referring to tables I have it indicates the plane would need to fly at about 80kph to fly level...and so it was. A little maths validates this.

With 9g of ballast, the all up weight was 1.008kg with a wing loading of 18 ozs per square foot. Pretty good. Andy Lennon the famed US modeller says that at 18 ozs wing loading and with a 15 up front, it will be fast and handle like a manoeuvrable sports model. I refer you back to the heading for this story but to summarise

What a lovely little aeroplane. I started off with 10 degrees of control surface movement and only needed to increase

throw on the rudder. The gaps were sealed and ready to go...you'll read why further along. The engine was running well on 15% nitro but the idle was unsteady, I'll deal with that later I figured so long as I don't forget in the euphoria of first flight excitement.

Face the model into the wind and she was off the ground in about 20m and climbing fast. In the end, it took two clicks of aileron trim, flick the rudder to high rate and two clicks left. In my excitement, I forgot to start the timer, oh well, keep flying till the prop stops.

When I was learning to fly real planes, during a quiz session the instructor seriously asked me what the propeller was for. Equally seriously I gave him a long answer.... "WRONG" he said, the propeller is there to keep the pilot cool. "Ever seen the pilot sweat when the prop stops" he said.

Flat out she would have been doing closer to 100kph and climbing. Rather than re-trim I reduced throttle a touch and she flew straight and level. As a low wing model this aeroplane is fast and responsive, faster than the KAOS but not as balanced. Dead stable at slow speed but...

I deliberately ran her dry, coming in to land dead stick. She flew so well I didn't sweat when the propeller stopped and I had her tracking the imaginary centre line well when a gust blew her across and over my head (I fly at the side of the runway). She was already slow, about to flare; rudder and aileron at 2m caused her to stall and from about a metre she did a cartwheel. No damage so I dusted her down and we tried again. I adjusted the idle a little (too much) and off we went again. I rung her out and again wrung her dry, setting her up nicely and came around for the most beautiful dead stick landing I've ever done.

Wendy was in the garden as I wheeled my plane and trolley back to the shed; she said "I've never seen you wearing as big a smile after a first flight session". Says it all really, I'm thrilled. So thrilled in fact that I offered to draw the model up as a free liftout plan and Colin kindly agreed. Stay tuned.

While thrilled with the RCM Trainer Jr (LW), LW for low wing, I can only think of a few things that may improve this plane a little more. Mid mounted wing with better wing tips and a more modern airfoil. I'll make it so with an Eppler 168 and hope we'll see it fly early in the new year.



The Proxon belt sander.



Checking the rib stack for squareness.



False leading edge, spacer and Aileron LE, shaped to fit.



Cutting the hinge slot for a stacked aileron LE and wing TE before mounting.

SO WHAT ELSE HAS BEEN HAPPENING?

Along with a change to the horizontal sander I've also altered my painting methodology. Although I've had a lovely Iwata mini spray gun for about six years, spray painting has always intimidated me a little. I have a collection of paint brushes that have served me well, some for 45 years but this time I bit the bullet and sprayed the RCM Trainer Jr (LW). You'll agree I did an OK job and now with hindsight can't understand why I was chicken for so long. I've reformed!

Although I've been happily and productively distracted by the RCM Trainer Jr (LW) I did work on the 100 inch Coachman, which is really why I wanted to start spraying planes instead of labouring with a one inch paint brush. Hopefully soon! More importantly, I've dragged another older project back onto the building board, a 78 inch span Winnet, a beautiful vintage model if there ever was one. What a change compared to the whippet like RCM Trainer Jr (LW). The Winnet will have flown by the time the next installment comes round, armed with a lovely Saito 10cc twin converted to spark ignition. I can hardly wait.

If you haven't already gathered, in this broad hobby of ours, I'm primarily a builder. The challenges of going from concept to flying model are many and I take to the challenges with missionary zeal.

Recently I've come to realise that as I push and shove, elbowing my way through shed clutter to my building table, I do so at the expense of other elements of the hobby. I don't just build, I also want to see my creation fly and herein lies the problem. By the time I finish a model I'm getting bored and my mind has already taken up the challenge of the next creation. I don't fine tune or get the best from what I've just spent months creating. A bad habit I've slipped into.

Generally, the plane is made pretty (another area I tend to rush through), I make sure it's fitted out acceptably and head off to the flying field after all, surely the real test is that the plane flies. Take off, twiddle the trims and land self-satisfied. What I haven't done and don't do is optimise. After the cursory balance on finger tips off she goes, I don't spend time finding the ideal CG location. I don't adjust thrust line or fine-tune anything else. If it flies acceptably, I just keep flying the thing ignoring whatever slight twist or bend I may have built in. This is



The low wing RCM Trainer Jr before covering.

about to change!

I recently pulled off the shelf a 1994 book on aerobatics by Dave Patrick, probably by now a former top line flyer, blew off the dust and started reading the section on optimising your model and this applies to any radio controlled model from trainer to competition grade thoroughbred. I'm going to make good what I tend to ignore starting with an already great flyer, the RCM Trainer Jr (the original, not the latest LW version) that appeared in the April 2025 AeroModeller as mentioned above. I'm going to seal the gaps, aileron, rudder and elevator. I'm going to establish the ideal CG location for my plane to suit my style of flying, and I'm going to reduce control surface deflections to Dave's recommended ten degrees.

If Dave Patrick is the star I think he is (or was), that process will take a while but with effort (what's that?) I'll turn my plane (or me!) from a clumsy, over controlled brute to a smooth predictable flyer, doing just as its designer intended. Now while I'm enthused, I just wish the winter wind would give me a break.

Still on the RCM Trainer Junior subject, while flying the other day and shortly after take off, I noticed the plane was not responding as it should so after one circuit I landed and noticed an aileron pushrod had disconnected. The servo shaft screw had come loose and fallen out. These days the only thing that seems to climb faster than my 60 sized KAOS is the price of modelling bits and pieces and like most people I do try to economise. My stash of bits and pieces is infected by a modelling virus, cheap servos and although I've sworn to eradicate them, they keep appearing in my models.

The RCM Trainer Junior has a couple of tantalisingly well proportioned and specified Turnigy servos, one on each aileron which after only a short time in service seem to be performing well, except that twice now, one servo arm has come loose. I accept this may be my failure to secure properly....I've taken care of that now with a touch of thread locker. So what's the problem?



The finished RCM Trainer Jr (LW).

The problem is that a tiny black machine screw is somewhere in the long grass on my 118 acres and being lazy, I've given up looking. I did look on the Hobbyking website for a spare, contacted what passes for customer service and was told they don't sell spares for these servos. Like cheap Chinese anything, they are not supported. I did manage to get a spare screw though, I bought another servo. I now have a \$25 M2.4 x 5 machine screw.....ridiculous.....and a new servo with no shaft screw.

There are other servos that look like the Hobbyking one I have that seem to come from the same factory and do sell parts. Hopefully this 99 cent KST servo screw with \$5 postage will fit when it arrives. Like losing weight, I've increased my determination to wean myself off cheap servos, but it will probably take a few more crashed aeroplanes to achieve though. Oh well, at least the RCM Trainer Junior is keeping me entertained. But why?

I enjoy dabbling on the fringes of aeroplane design, I like reading about it and at times delve into why my planes fly as they do. I'm pretty good at maths so enjoy twiddling the numbers as well. To that end I have a range of aeroplane design books both model and full size. I've read them all but having read them once, they become a reference book, as that sort of detail doesn't stick and they're hardly a compelling narrative.

There are however books I read and re-read constantly and one of those books is "The (W)Right Story" by Joe Bullmer. This is a book that looks at the true contribution the Wright Brothers made to aviation...you'd be stunned by the misinformation floating around about these fellows and what they actually did. The book peels away the myth...or the aeronautical design engineer that wrote

the book does. His position is constantly illustrated in terms of aeronautical engineering in the Wright Brothers context. If you want to learn about why your aeroplane flies, this book does so in a fabulous context. You can then transfer your learned riches to our modelling environment, truly great stuff. That's why there will be one or two more iterations of the RCM trainer.

I think Benjamin Franklin once said "Don't squander time for that is the stuff life is made of" or words to that effect. Other distractions like making things on my lathe and mill unfortunately means I've run out of time and you'll get to see the closing episode of the Coachman in the next edition of OBD but as I wrote above, the RCM Trainer Junior story doesn't end here.

FLYING FIELD ISSUES

Decisions, decisions! I'm going to have to shift my airstrip. My flying field is orientated 100/280 degrees and it's about 100m from the farm cottage which is off to the left slightly in the 80 degree direction. About 100m in the 100 degree direction is an almost exactly one hectare (ha) paddock (2.55 acres) which was used for cropping fifty years or so ago when this was a working farm. Wendy and I slashed the grass for a while and occasionally I flew one of those foamy things there before I saw the light and recanted. Work got in the way, available time was slashed instead of grass and the old grey Fergie tractor was sold to an enthusiast down the road.

Wendy has now decided to turn the paddock into a woodland. She's bought a girl sized tractor and has so far planted about 150 trees. The tractor is a lovely little toy and I'm sure I'll find a modelling use for it. More worryingly, as

the trees grow they will encroach on the approaches to my airstrip. The biggest trees will be over 30m tall at maturity and while realistically I won't still be flying when they're mature they will become an obstacle in a few short years. Climb over a 50 foot obstacle is a critical specification for full size planes....similar issues affect models so my strip will have to move 50 to 100 metres in the 280 degree direction. Fortunately the little tractor comes with a slasher.... see, useful already!

BUT BEFORE I GO...

I've decided to have a go at making an engine. Maris Dislers made a wise suggestion and I've been buying tooling and materials for the job. Making an engine has been a long time coming. As a young teenager I showed signs of a mechanical bent, but my migrant parents were understandably more aspirational for their children and a mechanical trade didn't fit the plan. I did an education degree instead, something I was totally unsuited to and which apart from some dallying, I never practiced.

I went home one day and told the woman I was living with at the time that I, a middling 30 year old public sector manager had just chucked in my job to become an apprentice. "Why" she asked. "So I can make better models" was my true if inconsiderate reply. I still remember her disapproval as she slammed the door shut, leaving permanently. In reality, I did the apprenticeship as part of a post grad research project and loved the experience, which will serve me well now that I have a lathe and mill of my own to play with.

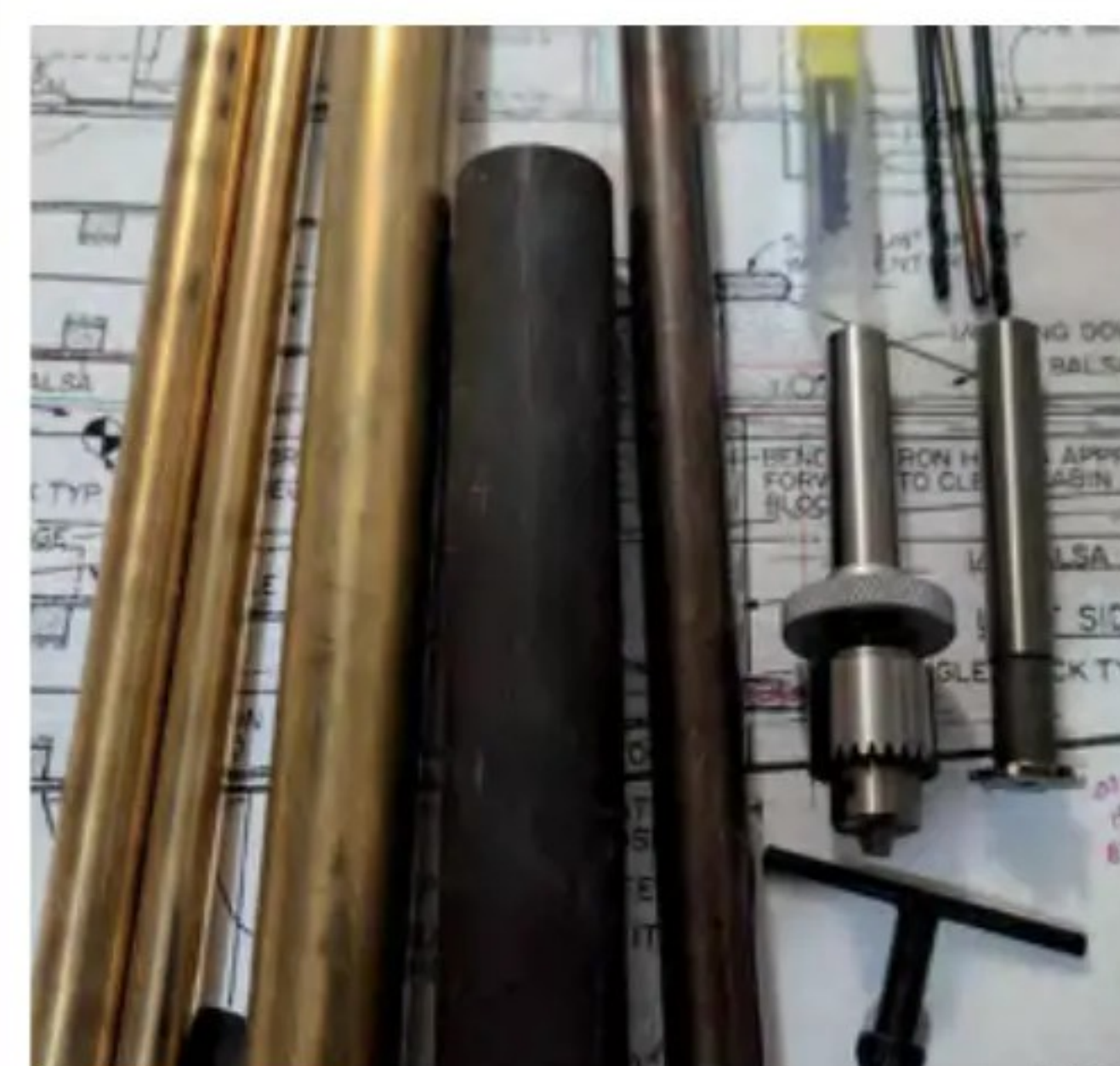
We'll save the engine story for another time but as always, any comments are welcome on pericjohn@outlook.com ■



The Winnet.



I've found a use for Wendy's tractor!



The specialist bits I need to make my engine.



Fig 1 The Radio Queen. This was not Dave's one - This image was taken from the SMC website.

SHORTLY BEFORE THIS ISSUE OF AEROMODELLER WENT TO PRESS, WE LEARNED OF THE SAD PASSING OF TREVOR WATERS, HE HAD BEEN ILL FOR SOME TIME, BUT HAD NOT MENTIONED IT TO YOUR EDITOR. THE NEWS CAME AS A SHOCK, HOWEVER WE HAVE OPTED TO PUBLISH THIS ARTICLE FROM TREVOR, AS WE ARE SURE IT IS WHAT HE WOULD HAVE WANTED.

The Flight of the Radio Queen

TREVOR WATERS RECOUNTS A DARING FLIGHT WITH A FRIEND'S RADIO QUEEN, LONG BEFORE HEALTH AND SAFETY HAD EVEN BEEN THOUGHT ABOUT.

This story was put together in response to Ian Pallister's request in the BMFA News for contributions for his series on 'confessions' a few years ago. It was probably not what he was looking for, as it was not published. Maybe it was a bit too politically incorrect to comply with the image that we were trying to convey of ourselves as a responsible group. Readers may be horrified when they read on, but it should be noted that what we did took place around sixty years ago, when there was much less traffic on the roads and long before any code of practice was agreed with the CAA, or the BMFA even existed. It was still the SMAE then.

SETTING THE SCENE

There was no Health and Safety Executive and cars had no seat belts in them. Many people still smoked. There was a widely believed fear of being blown up by a Russian hydrogen bomb. I urge anybody who has any doubts about how serious the fear of nuclear war was to read Tony Redding's book on the Vulcan V Bomber, which was reviewed in the January AeroModeller. The book includes previously highly

classified details of the various bombs carried and the strategy and the life as an aircrew member. As a result of this overriding fear many of the things we concern ourselves with today were not even thought about then. For a start, there were just men and women. A naughty boy threatened with the cane would not quote his 'Human Rights' or say it would affect his 'Mental Health'. If he told his father he would probably get a clip around the ear rather than his father going to the school to attack the teacher. We had just come through WW2 with the last V2 rocket coming down in Orpington. It missed us by about 230 yards, (as measured today on Google Earth). I was in the allotment next to our bungalow with my father who was on leave from the Navy. There was a loud bang and I saw a great column of earth blown up high into the sky. I remember finishing up on the ground with my father on top of me. I never discovered whether it was the blast wave that knocked me over or my father trying to protect me. The blast blew out a couple of windows in my parent's bungalow and jammed the front door. My mother was lucky as she was sewing behind a different

window for the daylight. The rocket killed one unfortunate lady in Kynaston Road and destroyed a pair of semi-detached bungalows in Court Road.

I was seven at the time and peddled on my bike as fast as my legs allowed to have a good look. There was a hole of about 20 - 30 feet deep and wide in the back garden of one of the bungalows. The roof had been blown off several others. I did not feel any need for 'counselling' as was offered to Biggin Hill residents in recent years after a plane crash. The event just added to my interest in military hardware, which was first stimulated by watching 'Doodlebugs' being chased by Spitfires.

PLANNING AN ADVENTURE

Back in the 1950s I was a member of the SAS. Obviously not that SAS. It was in fact a model flying club, mainly interested in Control Line, with the rather grand title 'Sidcup Aeronautical Society'. Models were mostly Control Line or Free Flight in those days. I was one of three members in the club taking an interest in early Radio Controlled models. Flyaways, using the primitive Radio Control equipment of the day were common,

but as models were reasonably light the only concern was getting the model back in one piece. Pete Brown and myself were not that long out of school, but Dave Walker was a few years older and married with his own house and a Mk 7 Jaguar that we all admired. Dave had a Radio Queen (**Fig 1**) fitted out with ED three channel reed equipment, which gave rudder control and sequential engine speed. Dave suggested that it would be fun to fly it from Dartford Heath to Avery Hill Park in Eltham and surprise the Control Line flyers there. Damage to any property following a forced landing was not really considered. I suppose that a six pound Radio Queen was stretching this philosophy a bit, but we were all young at the time and the risks were not really worried about too much. Anyway, read on:

THE HISTORIC FLIGHT

The Radio Queen was a really stable model that basically flew itself, only requiring nudges of rudder to keep it flying in the desired direction. Dave's wife Olive had an open top Austin A40 Somerset (**Fig 2**) from which we could control the model, so on a suitably fine day we set off. Pete started the ED 3.46cc diesel and hand launched the model. With the amount of fuel on board for the trip, the performance was not very lively and after doing a circuit around the heath the model flew overhead at not much higher than 100 feet or so. I was not happy to proceed until we had more height but it was Dave's model and he decided to get started as he was concerned about duration. So I got in the back of the A40 along with the ED transmitter, which was about a cube foot in size along with its separate control box on a lead. The eight foot long aerial was swinging about violently as I managed to manoeuvre myself and all this in through the gap behind the tilting forward front seat. I had managed to fly the model around another circuit of the heath while doing this, during which time the model had surprisingly climbed up to a respectable height, probably thanks to a thermal. Pete got in the front with Dave and off we went. The route from Dartford Heath to Avery Hill was down the A2018 to the outskirts of Bexley Village then along the A223 to Ruxley Corner, then the A20 to join Footscray Road, then Avery Hill Road to the park (**Fig 3**). It was



Fig 2 This A40 Somerset is a left hand drive version of the one we used. It is even the same colour.

a distance of just over seven miles. The model was flying at a speed that was a good match to the traffic on the road at the time, so the journey went surprisingly smoothly apart from a short period of concern when the model disappeared behind a row of tall trees on the A223. This was only a lane then, before it became a dual carriageway. The section of the A20 we had to travel on can be very busy these days, but there was little traffic then and there was nothing to concern us until we reached Avery Hill Park when the engine started to run hard presumably due to the lean mixture as the fuel level dropped. We scrambled out of the car and ran into the section of the park allocated to Control Line flying but by this time the engine was running so

hard that I only just about managed to get it down before it stopped. There were no Control Line flyers there to witness the event as they had all gone to the monthly club meeting in a nearby model shop. This was a bit of a disappointment.

As I said before, there was nothing like as much traffic in those days and no strict rules in place defining how models should be flown. I would not of course even think about getting involved in a venture like this today, bearing in mind the much heavier traffic and the regulations that exist, but it was fun at the time. On reflection it was quite an achievement when you come to think about it. I could not do it with any of the models I fly these days, even if it was politically acceptable and safe. ■

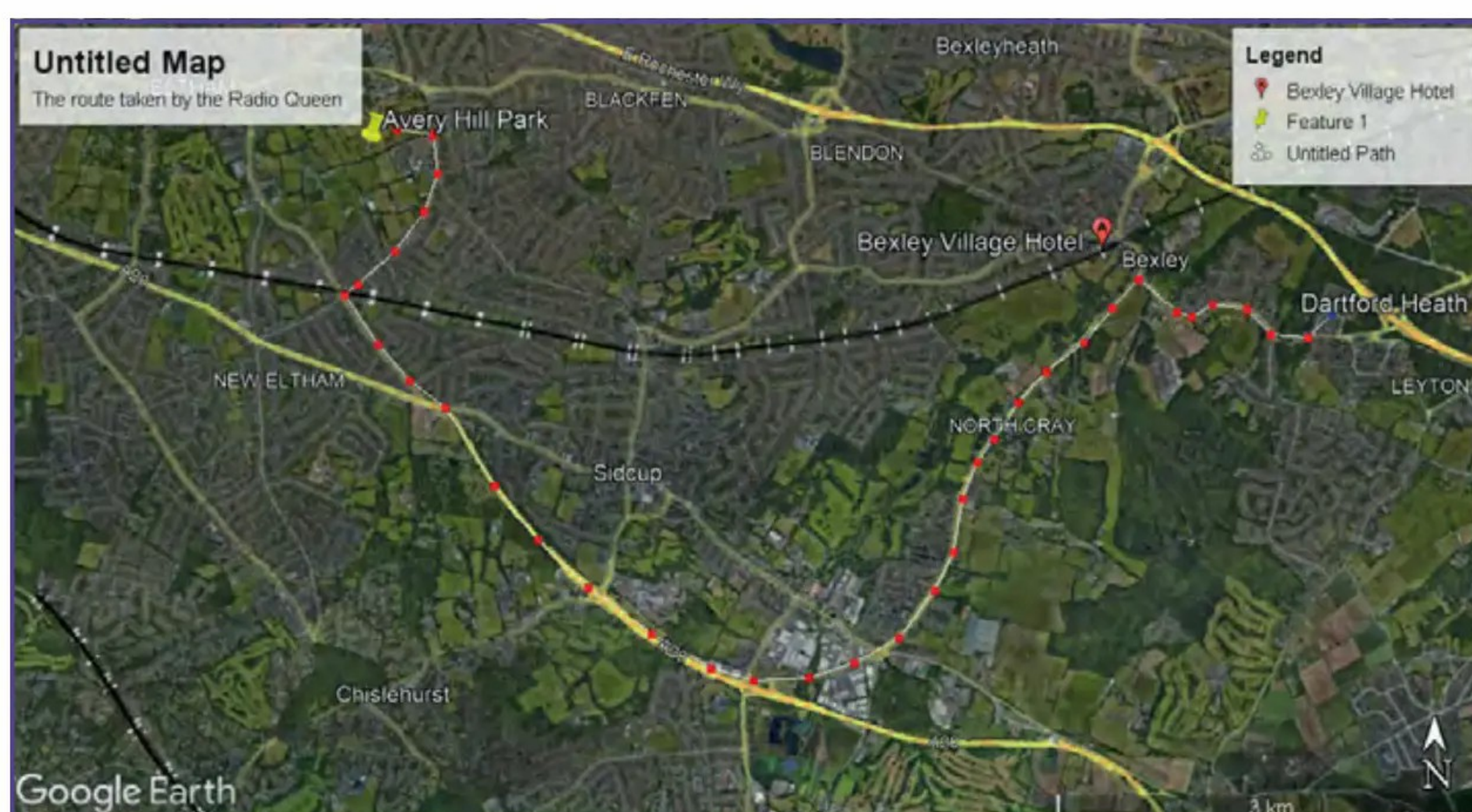


Fig 2 The route shown on Google Earth.

REGULAR FEATURES FROM THE LAST 90 YEARS

THIS MONTH WE ARE LOOKING BACK AT SOME OF THE REGULAR FEATURES THAT APPEARED IN AEROMODELLER FOR A NUMBER OF YEARS, PERHAPS WE SHOULD CONSIDER BRINGING SOME OF THEM BACK?

AeroModeller magazine has had a number of very popular regular feature articles that ran in the magazine for many years. They tended to be introduced by a particular Editor, and then some of them petered out, whilst others were replaced by a new regular feature when a new Editor was appointed. Here are just a few of those regular articles, which no doubt many readers will have fond memories of. Perhaps we should bring some of them back, what do you think? ■

The early years of AeroModeller had a regular feature called "On Test", it was usually a test or review of a model kit. The feature continued throughout World War 2, although it often had to be a review of a solid scale model, due to the restrictions on available materials during the war.

252

"ON TEST"



THE AERO-MODELLER April, 1941

THE "MAYBIRD"



REPORT BY OUR "TEST PILOT"

WITH the long fine days of Spring approaching, many enthusiasts will no doubt be looking round for an easily constructed model with a good performance.

The "Maybird" endurance model recently marketed by Elite Model Airplane Supplies, 14 Bury New Road, Manchester, would seem to serve this purpose admirably.

A kit supplied from stock by this firm has been chosen for this month's "On Test" subject; and the photographs above are of the model I built.

Span of the model is 27 in., and length 23 in. Not a large model, but one which I am certain will prove exceptionally easy to construct.

The kit is packed in a strong box, and contains materials of first grade M.A.T.A. quality: Balsa strip and sheet, a set of printed sheet balsa ribs, etc., 11 in. finished Paulownia propeller, free-wheeling shaft, a pair of balsa wheels, rubber, dope, cement, tissue, aluminium tube, wire, semi-finished noseblock, full instructions and comprehensive plan.

The building of the kit is quite straightforward and well within the capabilities of even very young aeromodellers. A very favourable point, indeed, I consider.

The fuselage is of the usual rectangular construction, and is built up with $\frac{3}{32}$ in. square balsa longerons and cross bracings. The first front section is rounded off by the addition of several sheet formers, and $\frac{1}{16}$ in. square longerons. A very robust job is assured if the construction is carried out accurately.

The wing ribs are printed on $\frac{1}{16}$ in. sheet balsa, and the wing construction is quite simple. The tips are built up from $\frac{1}{16}$ in. sheet.

The rudder and fin are built on the same principle as the main-plane. The rudder is hinged at the rear by a short length of piano wire, which enters a piece of aluminium tube fixed to the sternpost of the fuselage. The front of the rudder is fixed with a wire guide which straddles the fuselage, and allows the fin to be altered to control the direction of flight.

The undercarriage, whilst being simple in construction, is extremely strong. It consists of one piece of piano wire only, bent to shape. This piece of wire hinges on a length of aluminium tube, which is anchored in the bottom of the fuselage. The "springing" is derived from both the single length of wire which forms the undercarriage leg, and also the shock absorbing proper-

ties of the rubber band which holds the front part of the undercarriage against the fuselage.

The noseblock provided is semi-complete, is rather large, and is rounded off to conform to the streamlined part of the fuselage.

The propeller, which is 11 in. in diameter, and the free-wheel shaft, are provided complete, and only require assembling to complete the model.

White Japanese tissue is provided, and by using this and white tissue paste, a good covering job is assured. The wings and elevators may be decorated by applying strips of black tissue provided with the kit, and, as will be seen from the two photographs shown above, the "Maybird" is a very nice looking little model.

And now for the all-important matter of the flying capabilities of this model. The high-lift wing section, combined with low-wing loading and the large 11 in. propeller, give an exceptionally smooth and long power flight, followed by a flat lengthy glide, this latter depending naturally on local conditions, of course.

The rubber provided is made up into four strands 24 in. long, lubricated and installed in the fuselage in the usual manner.

It is always advisable to test the model with only about 200 or 300 turns on the motor, until one is definitely satisfied that the correct trim has been found, but the motor may be stretch-wound to 700 turns, when it is claimed that the model will give a very fine performance indeed.

I tested the model on a fine day with good sun and little wind, and after a final check over to make sure that there were no warps in the main-plane fin or elevator, gave it 100 hand-wound turns. The model flew quite well, but glided rather steeply. I counteracted this by moving the wing slightly forward.

With this improvement and 300 turns, the model flew for 45 seconds, which I considered very good.

With 400 turns the model clocked 67 seconds, and with 600 turns stretch-wound I obtained a grand flight of 85 seconds.

To sum up, this model is one of the best performers, considering its constructional simplicity and price, that we have dealt with in these columns. I shall expect to see many "Maybirds" "floating" round during this season.

AIRCRAFT DESCRIBED NO. 39 BY G. A. CULL



D.H.115 VAMPIRE TRAINER

At the S.B.A.C. Show forms an appropriate for new aircraft to make their first public appearance, and at the last show the Vampire Trainer was the newest machine present. So new, in fact, that it was not even on the road, and while to all intents it was a completed machine when on show in the static park, much internal plumbing had still to be completed before the flight. This was made by John Wilson on November 1st from Christchurch.

Decision to go ahead with a trainer version of the Vampire was taken at the end of June, 1950, and with the show only two months off, day and night work was done to complete an airframe for showing. The D.H.113 of the previous year proved the practicability of the layout for the Vampire, and it was from this that the trainer was developed. With the De Havilland design staff already fully engaged, the Vampire project was handed over to the associated company, Ltd. Accordingly a night fighter fuselage complete, and the original mock-up, were transferred to the workshop. Wings, booms, tail unit, etc., were from sub-contractors and these were standard components.

The design team won extra inches to total 44 ins. in width, by lowering the canopy rails and so enabled seats to be mounted side-by-side, an improvement on the staggered arrangement of the D.H.113 and the Mosquito 3 trainer. The already long night fighter fuselage was lengthened by 5 ins., and so the trainer also features a longer tail, pointed rudders, reminiscent of those of the very first prototype D.H.100 Vampire. To cope with the forward shift of the C.G., the tailplane trim tab was in span and all machines following the prototype extended tailplanes as shown on the accompanying drawing.

Military equipment is carried including four 20 m.m. guns with 150 rounds per gun and, as Mark 5 wings are used, eight rocket-projectiles and two 1,000 lb. bombs or 500 gallon drop tanks may be carried on the wing racks. The prototype has a D.H. Goblin 33 jet engine giving 3,350 lbs. at 10,750 r.p.m. but future versions will have the Goblin 3 unit of the lower power. Access to the pressurised cockpit is by means of the jettisonable canopy. The cockpit has duplicated flying controls, flight instruments, etc.

Trainers are not new, but the D.H.115 is the first to seat instructor and pupil side-by-side in an arrangement with real advantage over the separated and long-used layout.



A regular feature that ran for many years was 'Aircraft Described', which included a detailed description and high quality 3 view drawing of the aircraft. This example is the DH115 Vampire Trainer, from the March 1951 AeroModeller. In one of the early issue of the magazine in 1942 the featured aircraft was the German ME 109, one wonders how they got the detailed knowledge on an enemy aircraft!

Although the Vampire Trainer has not been produced specifically for the R.A.F., it falls into line with the R.A.F.'s latest side-by-side training policy with which the new Percival P.56 and Handley Page H.P.R.2 elementary trainers comply. It is, therefore not surprising that service chiefs look favourably upon this newest of Vampires and, in view of the fact that single-seat Vampires have been supplied to twelve airforces, it seems likely that the Trainer has a useful future before it.

While piston-to-jet conversion is an obvious duty for the Vampire Trainer, instruction in high speed gunnery, navigation and ground attack with R.P.'s and bombs are other roles in which this aircraft would prove its worth, and there is room in the nose for radar or cameras which would add further to its applications. In an emergency the D.H.115 can be used operationally for it retains all the performance, handling qualities and offensiveness of the Vampire 5 fighter.

Specification : Span : 38 ft. Length : 34 ft. 5 ins. Loaded weight (no external loads) : 11,030 lbs. Wing loading at quoted wt. : 42.1 lb. per sq. ft. Max. speed : 548 m.p.h. at 20,000 ft. Climb : 4,500 ft. per min. at sea level. Max. range : 920 miles at 40,000 ft. at 300 m.p.h.

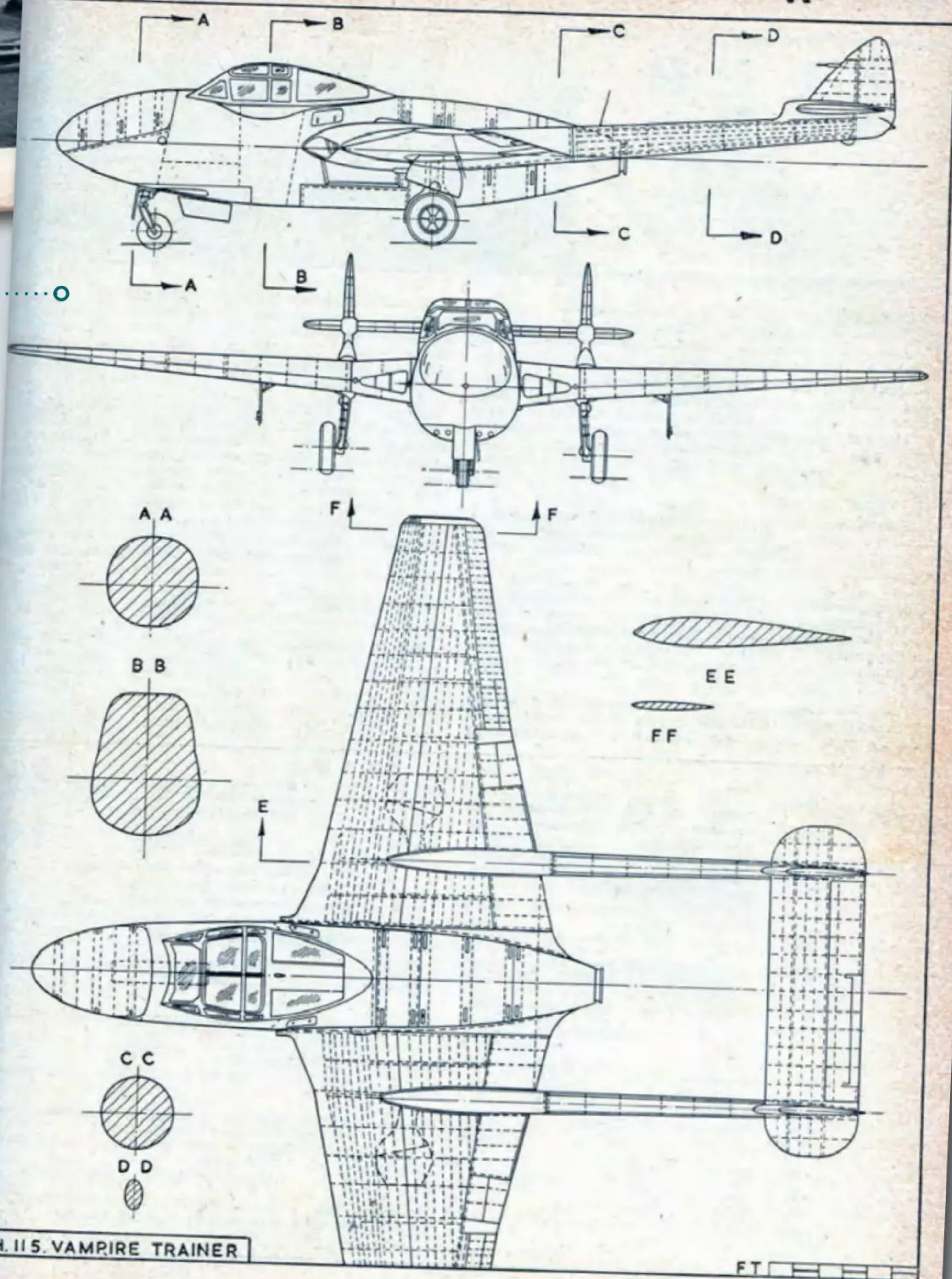
Construction : Fuselage built in port and starboard halves. Ply-balsa-ply sandwich back to engine bay. Engine accessible by detachable metal cowlings. Wings are all-metal stressed skin structures with a stub front spar, main-spar and spanwise stringers. Ailerons and hydraulically operated air brakes and split flaps mounted on a rear false-spar. Stub booms built integral with wings. Booms have bulkheads and stringers with stressed skin covering. Tail surfaces also stressed skin over ribs, spars and stringers.

Colour : The prototype is satin-silver on all surfaces with R.A.F. trainer markings, i.e. 3 feet wide bands of trainer yellow around wing outer panels and booms. Prototype "P" in yellow on booms forward of band. Experimental registration letters G-5-7 in 18 in. high glossy black letters, on boom yellow bands. Registration in 30 in. high letters below starboard wing and above port wing.

MARCH, 1951

179

AEROMODELLER





Why not join this grand junior Aeromodelling Club?

Dear Sir,
I enclose with this letter an application form for membership to the Golden Wings Club and a 2/6d. postal order.

I have just finished a Keil Kraft Topper. I would like to colour dope my model but on the instruction sheet it only mentions colour dopping the inside of the cockpit and the endplates of the tailplane. Could you tell me if it would be all right to colour dope part of the wings and fuselage.

Sedgley, Worcs. B. Weaver

It is not advisable to colour dope your Keil Kraft Topper all over as this will add a considerable amount of weight and produce a loss of performance by increasing the wing loading. (As the model weighs more with the same wing area, the loading in ounces per square inch must increase.) You could use coloured tissue, as this would not increase the weight. This is not usually supplied in the kits but can be obtained from most model shops.

Dear Sir,

This is the first time I have written to the Golden Wings Club since I became a member. My problem is that I wish to purchase the O.S. Pixie single channel receiver and transmitter and the Keil Kraft Mini-Super, and I am wondering if the Webra Sport-Glo 1.7 c.c. engine with the radio control carburettor would be suitable for the above combination. I have only just bought the Webra Sport-Glo and think its a fabulous engine. I do hope you will be able to answer my questions.

Guildford, Surrey. D. Andrews
The combination of the Mini-Super O.S. radio and Webra Sport-Glo 1.7 is an ideal set up to start off in radio control model flying with. This engine is powerful for its size and should give you many trouble free hours of operation.

Dear Sir,

Please could you tell me if the Frog 150 diesel engine would be suitable for the A.P.S. Mudhopper, plan number PET 705.

Dear John Bridge,

I am between 10 & 16 years of age and would like to become a member of the "Golden Wings Club". With this application I enclose postal order (International Money Order) for 2/6d. to cover cost of the enamel club badge, two coloured transfers and membership card.

NAME IN FULL
ADDRESS

YEAR OF BIRTH SCHOOL.....
NAME OF ANY OTHER CLUB OR CLUBS TO WHICH I BELONG (if any).....

SEND TO:- GOLDEN WINGS CLUB, AEROMODELLER, 13-35, BRIDGE STREET, HEMEL HEMPSTEAD, HERTS

Questions and Answers

I have sometimes found I need a trim tab on one wing of my models, but find it difficult to make one which does not get knocked off or else splits the trailing edge if it is slotted into it. How can I fix one permanently?

A very effective way to make a trim tab for a wing is to use a piece of shaped trailing edge section cemented under the wing trailing edge with its tapered edge facing forwards. Experiment with a small piece pinned in place first, then when you find the most effective length cement it in place permanently; it will be strong, not get knocked and not bent to any different settings. Naturally you should use this under the wing which you wish to give more lift to, and remember that the nearer the tip you put it the more effective it will be, so that you will not need more than an inch or so at the tip of a wing about 30 inch span.

I have enclosed a stamped addressed envelope for your reply. Harlow, Essex.

T. Parkinson
The Mudhopper is designed to take .75-1 c.c. engines and the Frog 150 should be too powerful. If the propeller was fitted backwards and the engine run at low throttle you would find the excess power controllable.

Dear Sir,

The Champ was my first control line plane and when pranged, it was beyond repair. It seemed a shame to waste the wing which was not damaged so I converted it into a flying wing and it flew pretty well.

I am writing to ask if Model Aircraft Plans are still available. The one I am interested in is Pic and Choose, M.A. 04 which is a plan with two planes on it. Also would it be possible to use the Rebate plan purchase coupon on page 481 of the September edition in order to purchase this plan. I am a member of the Golden Wings Club I have been flying for about three years now. At the moment I have a Keil Kraft Marquis with a P.A.W. 1.49 and a Phantom Mite with a Wen Mac .049 Rotomatic. Rippondale, Halifax.

M. Holrayde

Most of the Model Aircraft plans have been incorporated in the Aero Modeller Plans Service and our illustrated Plans Handbook No. 1, (price 2/-). "Pic and Choose" is unfortunately no longer available. The special Golden Wings rebate coupons can be used on any plans order, but only one coupon per order.

Dear Sir,

I have a Veron control line Spitfire and I would like to know which engine you would recommend for it, would a D.C. Sabre be any good and can you get a silencer for it. I always try to obtain a copy of Aero Modeller and look forward to Golden Wings page each month. I did have a Cox Stuka until it crash dived on its first and last flight during its second-hand ownership with me.

Hong, Kong. S. N. Pitt
The D.C. Sabre is an ideal engine for the Veron "Spitfire". This is the largest size of engine you can use in this 27½ inch wing-span model A D.C. silencer can be used. If you are having trouble obtaining Aero Modeller why not try a direct annual subscription? This costs 35/- per year including post from the editorial office.

Dear Sir,

I have been a member of your club for about two months and this is my first letter to you. I have a D.C. Super Merlin .76c.c. and I would like to know if it would be suitable for a Keil Kraft Champ, and if it is not, what control line or free flight model would it be suitable for.

Uttoxeter, Staffs. C. Parker
The D.C. Merlin is ideal for the Keil Kraft "Champ" and you should fly the Champ on 30 - 35 foot lines. The kit includes basic flying instructions and should be ideal for you. A good free flight plan for this engine would be "Sharp Shooter" plan FSP 804 5/6d. inc. postage.

2d. in the 1/- Rebate plan purchase coupon for Golden Wings Members
3/68
G.W. No.....

The AeroModeller Golden Wings Club was a club specifically for junior flyers, aged between 10 - 16 years of age. Before I was able to join Cardiff MFC when I was 13 or 14, I was an avid member of the Golden Wings Club. I believe the membership fee of 2/6d (12.5 pence today!) was a birthday present from my parents. One of the benefits of membership was the discount available on MAP plans, which I bought quite a few of.

TOPICAL TWISTS

by Pylonius
Illustrated by Sherry

LOST CONTINENT

What has happened to the Great American Dream? Some of us sidies were brought up on American style aeromodeling. Back in the early days, before model flying became a popular hobby, it was a lot of building for very little flying using such improbable materials as spruce, birch, wire outlines and oiled silk coverings. Generally you needed four general motors, each with six strands of $\frac{1}{4}$ in. square rubber, just to make 20 seconds of flight. And that was on a good day — mostly the gears ripped out after 100 turns. Thus, we simpletons who had tackled nothing more complex than a paper aeroplane looked to the American way for the easy-to-do-it approach with balsa wood, tissue and the single skein of things. It was fantastic — all done with a tube of glue and a razor blade on the kitchen table, too!

Maybe the models were not all that aesthetically pleasing, but who worried about the spindly looks when you could get a whole minute of flight? And what raptures when you caught one of those new fangled devices called a thermal. Given luck the cross country trip of your model would get a write up in the local press. What is more the model always came back. Unlike today, when any model leaving the flying field falls prey to gangs of thieves and hooligans; back in those gentlemanly days the model was invariably found by some highly civilised being, inevitably referred to in the press report as Mr. So and So of So and So who was surprised to find etc.

We in this country gradually shook ourselves from our medieval lethargy to join in the fun of the new style model flying, but it was always America that led the way, at least for us. They not only showed us how and what to fly but also how to run our model clubs and what to call them. Thus we became the Hoxted Balsa Bashers, the Wigan Cement Squeezers, the Nuneaton Nimble Nudgers — not to mention Thermaleers, Dope Fiends and the like. Not only that we went in for other transatlantic foibles like funny hats, tee shorts suitably ornamented, and even called our models crates.

But all that seems to have vanished. All we hear nowadays of American model flying is a bit of torrid activity in the gritty discomfort of some outlandish desert. All the goodies that at one time flooded in from across the Atlantic now come from the inscrutable East. From Hong Kong and Japan flood in the kits, radio gear and engines. Curious, since in neither land is there anywhere to fly model aircraft. Impossible to do so in Hong Kong without chipping a skyscraper, and in Japan there is nothing between the model aircraft and motor factories and the mountains.

Which raises the question? Apart from the desert do they fly model planes in America at all, or have the bureaucrats, the legislators and the conservation lobbyists put an end to it all? Usually we follow America in most of their lifestyles some 15 to 20 years removed. And, although model flying is grudgingly permitted in this country, it cannot be long before it is stopped altogether. Perhaps this fate has already overtaken our American friends.

PRIZE IDIOCY

One of the fastest growing industries today is that of award presentations. Every day, in the Press or on television, some organisation or other is handing out the Best What-Not of the Year Award to some personality or another. It is not so important what the person has



"You would have to win it."

done so long as he or she is well known enough to warrant it. For lesser personalities there is the Best Supporting What-not or the Year Award, but who, nevertheless, qualify for the same crummy, standard trophy.

Somewhere along the line we modellers seem to be missing out. Instead of the bright new style hand-out we are stuck with the same old annual dinners and prizegivings, where the same tired old trophies are handed out in the same old formal way. Most of this ancient hardware, battered and tarnished, and first competed for when the only difference between a model aircraft and a kite was the bit of string hanging down, is embarrassing to everyone, not least the recipient. ("We're not having that monstrosity stuck on top of the television, nor on the hi-fi either — it's bad enough having the cat on it...").

The highly dentable silverware is also an embarrassment to the club or society who each year have the nail biting job of collecting it all in for a repeat hand out. Mostly people put the things away in some remote spot; so remote that they cannot find it the following year. On the other hand there are always new pots to replace them; people looking for immortality find the sporting out of a few quid for a bit of donatable tinware a surer bet for keeping the old name eternal than anything the Pharaohs ever thought up. Thus, when all the great luminaries of their day are forgotten — the winners of countless contests, the builders of whole squadrons of superb models, and celebrated designers — old Joe Bloggs' name will go marching on, glorified in that annual glider event, even though there may be only two entries (one flew).

At least in one particular area we have something of an advantage in staging a personality show, in that in recent years we have come up with some of the most hideous trophies the wit of man could devise. These are only equalled in hideosity by the sort of things you see being handed out on television. Just think of the success of a hand out of a trufrow propeller embedded in perspex or a silver plated bubble machine. And what about a most hideous trophy of the year contest?

CUT TO CAMERA ONE

Looking at the preliminaries to the Cup Final on TV, I was struck by the scrupulous care with which the programme presenters shielded the great British public from the horrors of one of the preliminaries to the Great Match. I am referring, of course, to the model flying display. The cameras swooped around the arena even more deftly than the models, skillfully evading most of the models to settle on such edifying manifestations of the national sport as mass banner waving and caged human beings.

However, I was gratified to see one spirited combat flyer taking on the camera to get in a few shrewd passing cuts, sufficient for me to conclude that the subsequent football match would have made a passable introduction to a display of model flying.

August 1981

407

The Topical Twists monthly column was a very popular feature, which ran for many years in AeroModeller. It was written by the mysterious 'Pylonius', and illustrated by 'Sherry'. The real identity of these two stalwarts of the magazine was a closely guarded secret within the hallowed halls of Model & Allied Publications. Interestingly, the SAM1066 'Clariion' magazine often includes reprints of old 'Topical Twists' columns. I guess the column has evolved over the years into our 'Tail End Charlie' monthly column, although the 'TEC' author Chris Ottewell is perfectly happy for readers to know his identity.

LIMITED TIME AEROMODELLER SUBSCRIPTION OFFER!

**SUBSCRIBE TODAY AND RECEIVE A VERY SPECIAL GIFT
WORTH OVER £30 INCLUDING POSTAGE**

We have teamed up with our friends at Model Craft tools and Shesto to offer this useful tool set that included a craft knife, cutting matt, 3 clamps, tweezers and spare blades.

By subscribing you will receive the magazine before it is in the shops, it costs less and you help us keep AeroModeller being published!

**FREE GIFT
WORTH £30!**



*** Terms and conditions**

You must be aged 18 and over to be eligible for the Deluxe offer. While stocks last. Customers attempting to take out this offer after all stock is gone will be contacted before any money is taken. Subscriptions taken out with this offer will not be refunded if cancelled.



TAKE OUT A 2 YEAR SUBSCRIPTION ONLINE AT
WWW.DOOLITTLEMEDIA.COM
OR CALL 01525 222573

24 ISSUE AEROMODELLER SUBSCRIPTION

First name

Surname

Address

Country Post/zip code

Telephone Number

Email

☐ Please tick to confirm that you are aged 18 or over

2 year subscription:- UK; £150, Europe; £200, Worldwide; £230

Renewal/Extension ☐ New Subscription ☐ Starting with issue No.....

Please debit my credit/debit card for £.....

Visa ☐ Mastercard ☐ Maestro ☐ Cheque ☐

Card number:

Payable to
Doolittle Media Ltd.

Maestro only

Expiry date..... Valid from..... CCV Code..... Issue No.....
3 digits on the signature strip If applicable

Signature..... Date.....

Please call our subscription line or mail this form, or a copy, to;
Doolittle Media, The Granary, Doolittle Lane, Totternhoe, Beds, LU6 1QX
Tel; +44(0)1525 222573 Online; www.doolittlemedia.com
(Photocopies of this form are acceptable)

IF THIS OFFER ISN'T FOR YOU REGULAR 1 YEAR SUBSCRIPTIONS ARE STILL AVAILABLE - ONLINE AT WWW.DOOLITTLEMEDIA.COM OR CALL 01525 222573



SCALE MATTERS

Eddie Riding Free Flight Scale, Buckminster

THIS MONTH PETE FARDELL REPORTS FROM THE FESTIVAL OF SCALE AT BMFA BUCKMINSTER, WHERE THE EDDIE RIDING SCALE CONTEST WAS FLOWN IN PERFECT CONDITIONS, BUT SADLY WITH VERY FEW COMPETITORS.

The last weekend of June was the Festival of Scale weekend at Buckminster. A breezy Saturday was followed by a much calmer Sunday, with plenty of Control Line and RC action. Once the radio boys were all safely finished for the day the Eddie Riding Free Flight competition got underway at about 6pm. Conditions were now just about perfect with almost no wind at all. The grass had been cut but left to dry in situ, eliminating the lost model potential but still providing a lovely forgiving crashmat to land on.



Model vs The Machine. Mike Smith's D.H.4 went looking for this heavy metal monster!
(Pete Fardell Photo).

Sadly, what we didn't have were many FF scale competitors. This was due to several of the regulars being out of the country or otherwise unavailable but also, I suspect, because it's quite a tall order to expect people to drive out to Bucky on a Sunday night just for a couple of hours of competition. Especially if they have to go to work on Monday, as I believe some unlucky bods are still obliged to do. The low turnout was tough on CD Mike Smith who'd gone to a lot of trouble to get everything ready, and had optimistically arranged all the trophies and certificates on the table in the hangar. There is a LOT of silverware on offer in the EJR event, but this time there was only Mike and myself present to contest it. We did, however, have two sterling judges in the forms of Gareth Tilston and Steve Kessel.

Better still, in order to make a proper contest of it both Mike and I were allowed to field two entries each. For me these were my Blériot XI and Stinson Sentinel and, for Mike, his rubber powered Rans Courier and his trusty D.H.4 mailplane. This last was thus the only i/c entry and assured of the Power trophy so long as it got a qualifying flight in. In the absence of a diesel-powered flying rival though, Mike decided to add the necessary excitement by flying his model straight towards the tractor and its menacing chunk of haymaking machinery parked at the top of the



My Stinson on the wrong side of the hedge, happily damage free and at reachable height.
(Pete Fardell Photo).

slope. As this was the only obstacle on the field this took a lot of skill, and I must admit Mike had us fooled into thinking he'd misjudged it badly before the D.H.4 cleared all of the agricultural hardware with about 4 inches to spare. It then landed safely in the soft hedge just behind. A less eventful later flight took it over the ditch in the opposite direction and saw the model qualify soundly to take the Power trophy, finishing third overall. Meanwhile, despite very good conditions for my Blériot, and some quite decent flights from it, Mike came out

on top here too with a really excellent round from the Rans, taking first place overall and also the trophy for the highest placed rubber model. Several other prizes went unawarded, including the EJR Designs trophy as neither of us had an Eddie Riding model to enter. Big thanks to the judges and to Mike for running the event. Big congrats to Mike too; he took home all the silverware he came with but instead of putting it back in his loft he can now put three of the trophies on his mantelpiece instead.

Wait for it, wait for it... even in calm air there are perfect moments to be picked... (Pete Fardell Photo).

...and away! Mike Smith's Rans Courier took top EJR honours with a really superb flight. (Pete Fardell Photo).



EJR Scale Free Fight
29/6/ 2025



Scale Free Flight Results Record
(2025)



Name	BMFA	Model	Power and Kit, Plan, Or Own Design	Pre-flight Assessment	Best Flight	Total	Place
Mike Smith	66560	Rans S7 Courier	Rubber, O.D.	120	1480	1600	1
Pete Fardell	176387	Bleriot XI	Rubber O.D.	150	1400	1550	2
Mike Smith	66560	DH4 m2	I/C. O.D.	180	1290	1470	3
Pete Fardell	176387	Stinson Sentinal	Rubber, Kit Plan	110	990	1100	4

EJR Results (courtesy of Mike Smith).

AVRO TYPE D

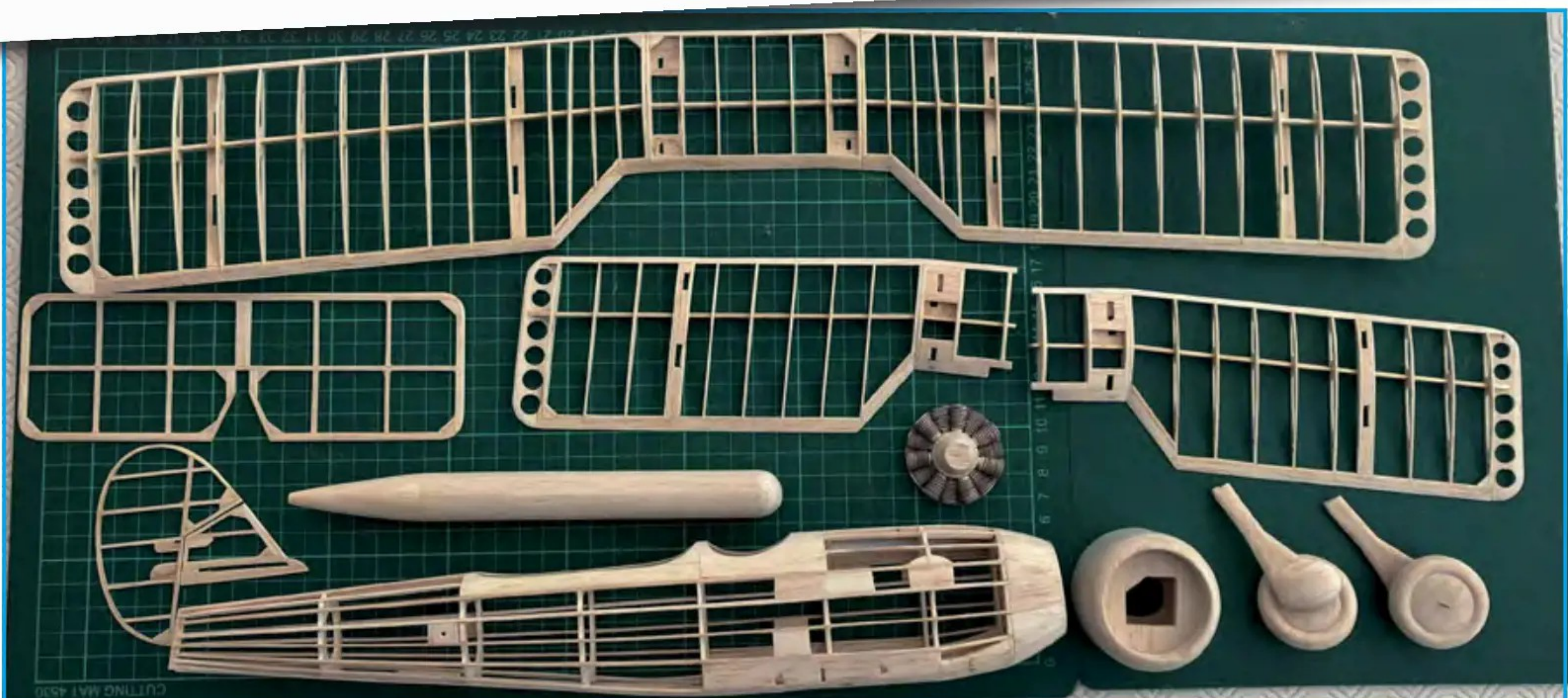
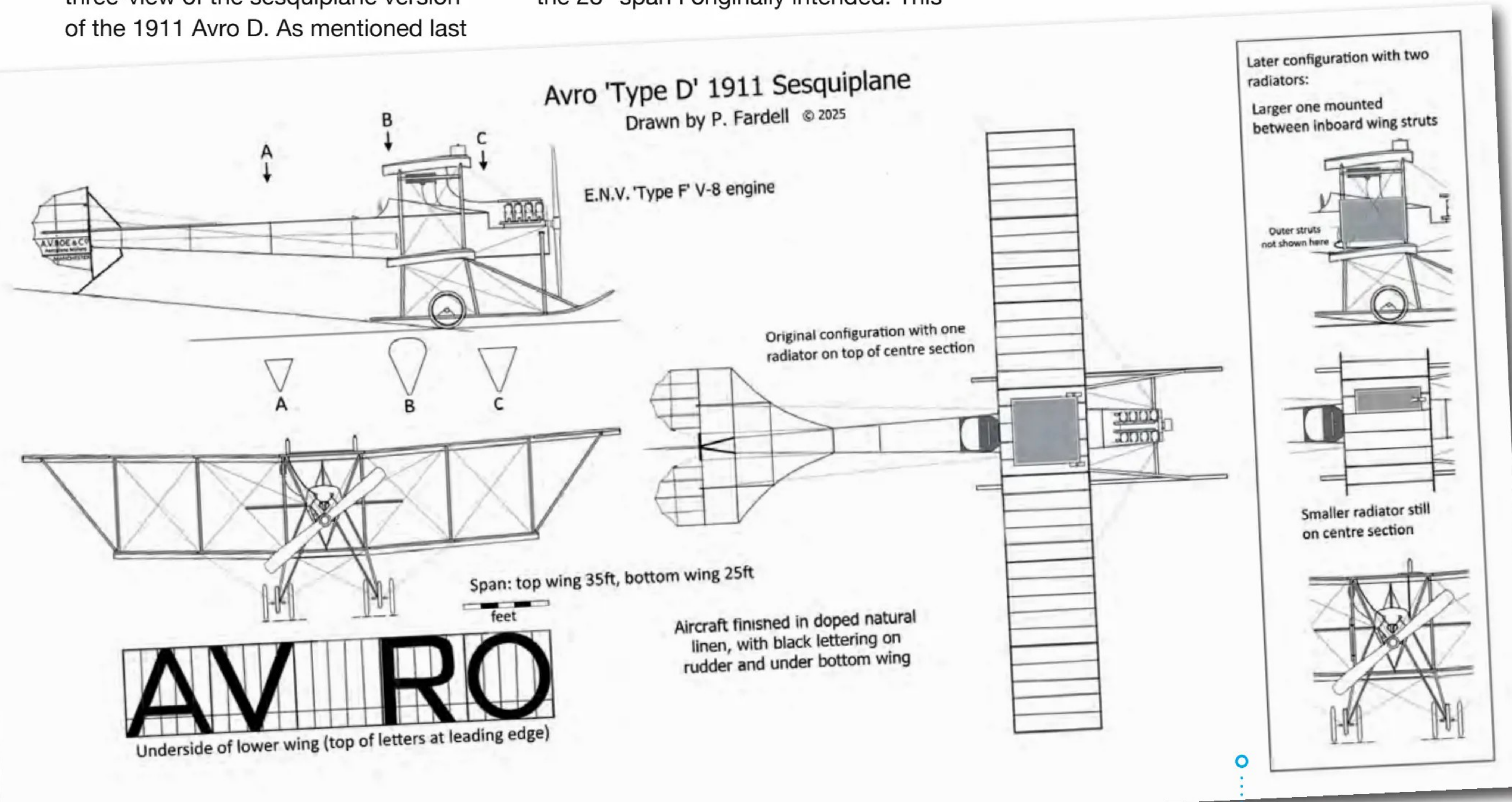
My model building has ground to a halt these last few weeks as I'm been busy drawing instead. Microsoft Paint.net is my chosen drawing tool at the moment. It's surprisingly versatile and, for me anyway, much easier to use than proper CAD programs. Here then is my finished three-view of the sesquiplane version of the 1911 Avro D. As mentioned last

month, I intend to turn it into a sheet winged rubber model, possibly in time to fly at this year's IIFI in Nijmegen which, just to remind you, will be held over the weekend of the 15th and 16th of November. After a lot of prevaricating, I've now printed out the drawing at just over 26" span, so a bit smaller than the 28" span I originally intended. This

makes it 1/16 scale and gives it a fair chance of turning within the walls of this year's hall at Nijmegen, which is quite spacious but not as vast as the old one.

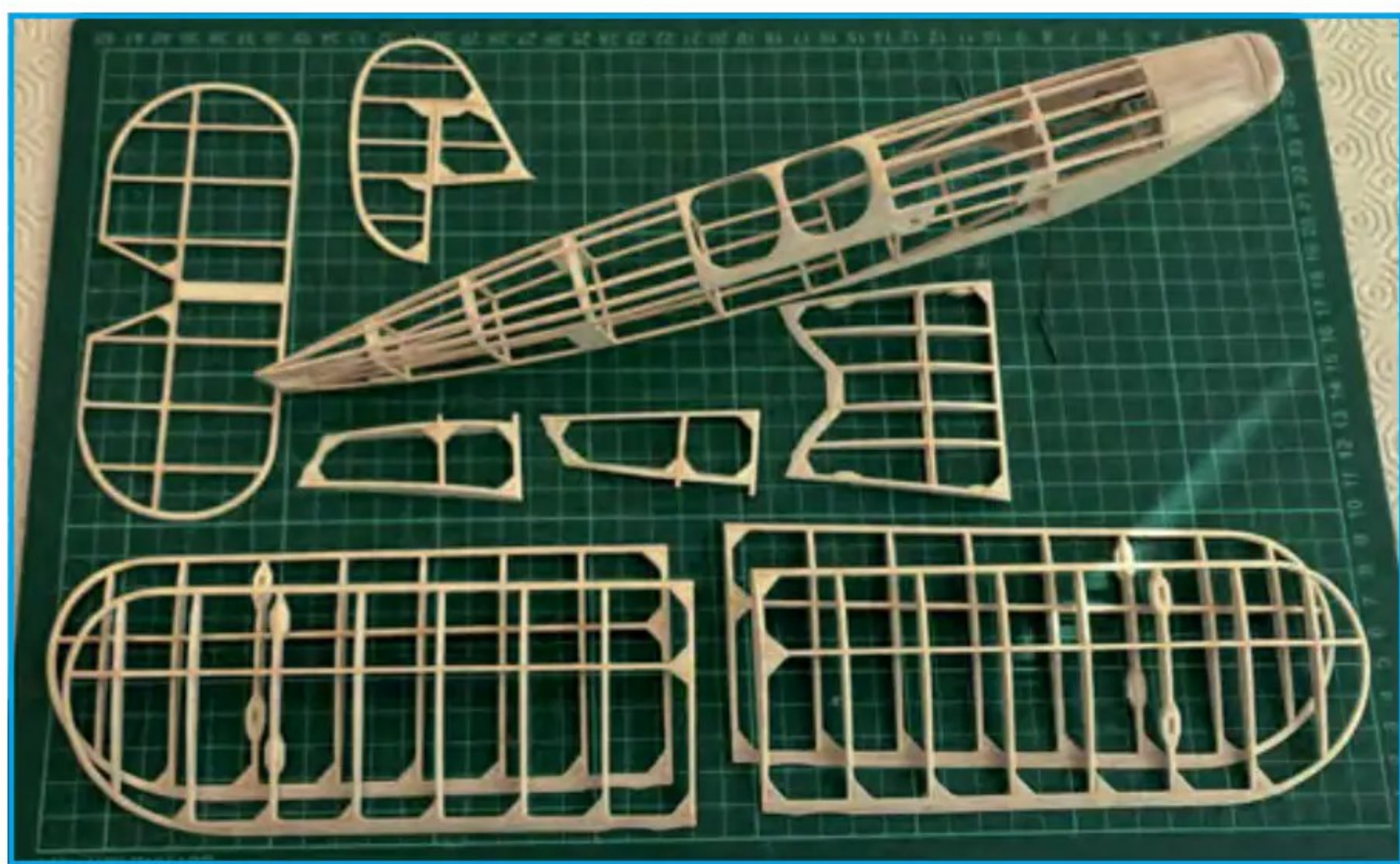
LOVELY BONES

My November deadline for the Avro might be a little unrealistic but, happily, other people have been a lot busier with the balsa knife than I have recently. Mike Stuart, for instance, currently has several great new indoor models coming together and at my request he sent me these lovely bones shots. Like me, you may be wondering how he produces such marvels, so over to Mike himself for some gen on each gem...

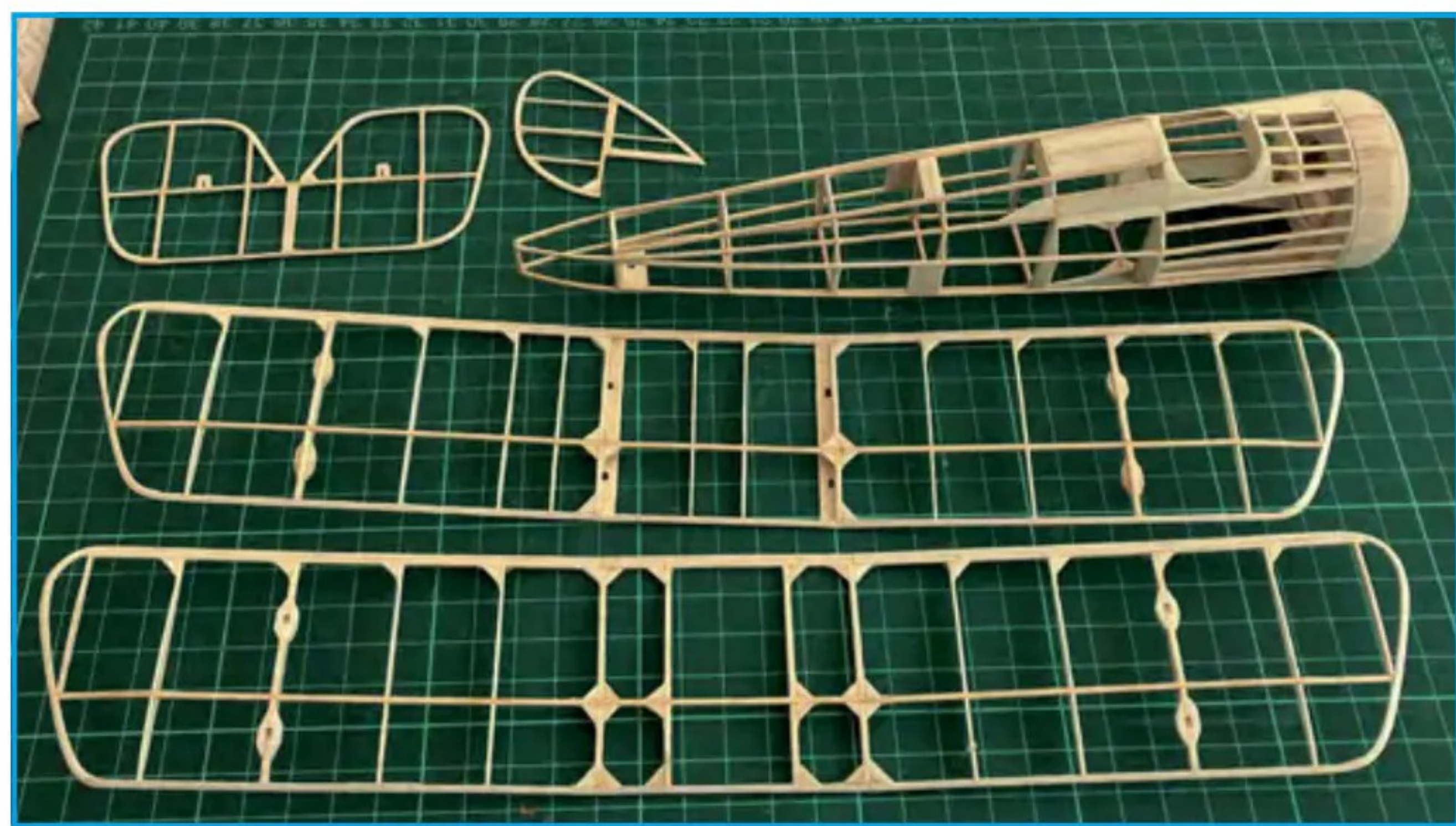


Avro 'Type D' 1911 Sesquiplane. Drawn by Pete Fardell.

Blackburn Shark bones. Mike Stuart's artistry shines through. (Mike Stuart photo).



Blackburn Ripon parts. Lovely, tidy work as always from Mike. (Mike Stuart photo).



D.H.5 bits ready for covering. Those precise laminated outlines are beautifully done. (Mike Stuart photo).

"The Blackburn Shark is a new Open Rubber model, a bit smaller than my last few, so it can hopefully be flown safely in smaller halls (e.g. Nijmegen in November). Scale is 1:24, wingspan 24". It has scale ribs but no separate control surfaces apart from the rudder. Ribs are 1/32" sheet with lightening holes cut in them and a single 1/16" spar on the bottom. Installing ribs over the deep spar when fitting them to the leading and trailing edges is very difficult to do without cracking them, so I built the complete wing panels on the building board without the spar, then removed the panel, turned it over, and carefully inserted the spar from underneath, easing any slots that felt tight. The wing panels were then pinned back to the board the correct way up while the glue dried."

"The Blackburn Ripon is an 18" span enlargement of my successful peanut with a simplified structure. Assuming it flies, I'll offer the plan to Colin for AeroModeller (I haven't told him yet) (Editor – yes please!). I can fit the plan onto A3 sheets. I am planning to fly this in Intermediate Scale, as the documentation isn't good enough for the open class. The bones here weigh 10.8 grams."

"The Airco D.H.5 peanut is basically a scaled down version of my 1/20 scale electric model. It has good proportions for a peanut as the wings are quite stubby. Weight of bones is 5.9 grams, but a lot of that is the cowling at the front."

KLEMM SK-15A

Thanks, Mike. Truly inspirational stuff! And if that's not already enough to whet our appetites for the new indoor season then how about this brand-new head turner from another master of UK indoor scale: Graham Banham.

It's a 1/17 scale Klemm Sk-15A, which is the version of the Klemm 35 operated by the Swedish Air Force as a trainer. It's Graham's own design, for Open Rubber, and is based on excellent scale drawings and many photos kindly sent over from Sweden by Lars Tolkstam and Mats Johansson. At the time of writing, Graham had yet to fly the Klemm but as seen here (and without rubber), it weighs just under 45g. At a biggish 25.6" span that sounds pretty light to me. Its eye-popping high-vis scheme was airbrushed on with Tamiya acrylics and Graham made the distinctive triple crown Swedish roundels by applying printed clear decal paper over airbrushed

gloss white discs. This method gives real vibrancy to the markings, in keeping with the subject aircraft which is still flying in Sweden. It's a glorious model that ticks absolutely every box for me and I can't wait to see it flying this autumn.

LUSCOMBE SILVAIRE

It's still August as I type this though, with plenty of blue sky and grassy field flying still to come, so as promised last month I'll finish with yet another new outdoor model from the ever-prolific workshop of Bill Dennis. It's a Luscombe Silvaire from the three-part KK Super Scale series. Like its Piper Super Cruiser and Cessna 170 stablemates, the Luscombe is a proven excellent flyer. Bill has powered this latest one with an ED 0.46 and modified the design to incorporate separate wings with flexible dihedral. If you find yourself on Port Meadow with the Oxford club anytime soon, you may well see it burbling around overhead.

That's quite enough burbling from me, however, so I shall stop there. See you next month and, in the meantime, any feedback, model news or other interesting comments will still find me at peter@fardell.karoo.co.uk ■



Graham Banham's new Open Rubber model is this stunning Klemm Sk-15A (Graham Banham photo).

The Klemm has what I believe is called 'pizzazz'. By the bucketload. I just love it! (Graham Banham photo).



Another scale classic from Bill Dennis: KK Luscombe Silvaire, ready for action (Bill Dennis photo).

Typically tidy and accessible installation of the ED 0.46 in Bill's Luscombe. (Bill Dennis photo).

COTTAGE INDUSTRY DIRE

This Directory came about as a result of a BMFA 'In The Air Tonight' online webcast that was held early in 2024. During this webcast, several attendees mentioned that it is often difficult to find out where specialist materials and modelling goods can be obtained. As a result of these requests, your Editor offered to compile this directory of small, specialist suppliers.

Please note that this directory does not replace the Model Industry adverts that are regularly to be found in AeroModeller magazine. The directory is specifically for small specialist suppliers who would not be able to justify the expense of a regular advert.

For any items in this directory that are of interest to you, please contact the suppliers direct rather than through this magazine, that way you are bound to get far faster responses.

Any small specialist suppliers who are not already included in this directory, and who would like to be, please contact AeroModeller at editor@aeromodeller.com.

U.K. BASED

FREE FLIGHT SUPPLIES

MICHAEL J WOODHOUSE

**12 MARSTON LANE, EATON, NORWICH
NORFOLK, NR4 6LZ, U.K.**

Telephone: (01603) 457754

International Tel: +44-1603-457754

Email: mike@freeflightsupplies.co.uk

Website: <http://www.freeflightsupplies.co.uk>

FaceBook: <https://www.facebook.com/groups/266212470107073>

Product and ordering details available on the website.

MARTIN DILLY

Carbon Blanks for E20 and CLG/HLG

Martin Dilly has some carbon blanks available that are suitable for E20, and CLG/HLG. They will be available from mid July 2024. For full details, and prices contact Martin at the contact details below.

Dilly Jap Tissue

It is 12 gm/M2, with a strong unidirectional grain. It's white and low absorbency, so remains very light when doped. For those of you old enough to remember, it's identical to the Harry York tissue sold at his South London del shop in the 1950s.

Flying North - Jack North

A goldmine for vintage and nostalgia model flyers. Flying North is a fascinating 163 page book, and includes 130 photographs, reminisces by colleagues, re-prints of all Jack's published plans and articles, including his later extensive work on thermal detection, and an outline of the professional career that also made him such a respected name in high-speed aerodynamics. Flying North proceeds go towards the costs of the national teams representing the UK at World and European Free Flight Championships. Third Re-print now available. Price £22.00 in the UK, £26 Airmail to Europe and £32 elsewhere. For prices and availability contact Martin Dilly, details below.

Crowd On and Risk IT

This is the story of one of Britain's oldest and most successful model flying clubs, Croydon & District MAC, from 1936 onwards. The club contributed much to aviation, both model and full-

size, and the late Keith Miller compiled its history till around 1960. Now, this updated 73 page version of the club's history, copiously illustrated with many previously unpublished photographs, takes the Croydon saga up to the present.

Contributions by past and present members vividly capture the atmosphere of the heyday of Free Flight, with almost weekly contests at Chobham and Bassingbourne.

53 designs by Croydon members have been published in the model press, and 24 of its members have represented Great Britain in World and European Championship teams. Several have gone on to notable careers in aerospace. Crowd On & Risk IT covers all this and more.

Just £8 by PayPal or cheque.

Contact Martin Dilly, details below.

FREE FLIGHT FORUM REPORT 2021

Indoor Duration - A Challenge To Conventional Design - Tony Hebb

Coupe In A Box - Gavin Manion

Building Other People's Mistakes - Stuart Darmon

The Models of Ray Monks - Simon Dixon

Simulated 3D Flight Dynamics - An Approach

To Gain Insight for Trimming and Aircraft

Development - Peter Martin

Building During Lock-Down - Phil Ball

Tame Your F1B and Related Thoughts - Mike Woodhouse

What Next For A Lady Flyer - Sue Johnson

F3 RES - RC For The Aging Free Flighter - Andy Sephton

From Wichita to Robin Iii - Mike Fantham

Further Thoughts on Carbon-Skinned Wings for F1A - Stuart Darmon

Geo Fencing and Electronic Stability - John Emmett

UK Price £13 including postage; to the rest of Europe £16, everywhere else £20.

Contact Martin Dilly, details below.

A Century Of British Free Flight

This book has been published to mark the BMFA's centenary. 155 pages of text, plans and photographs in colour and black and white trace the development and history of Free Flight from before Bleriot crossed the Channel to the present day. Nine Authors have pooled their talents to cover everything from the rise of the Vintage

US & CANADA BASED

movement to electronic timers and GPS tracking. The histories of gliders, scale, rubber, electric, power models and Indoor are all explored by people who've spent most of their lives flying their classes.

All proceeds will go towards defraying the expenses of those representing the United Kingdom in teams competing at the World and European Free Flight Championships. The UK price is £20 on the flying field, or £22 by mail, to Europe it's £25, everywhere else it's £28. Cheques should be payable to 'BMFA F/F Team Support Fund' in £ sterling, drawn on a bank with a UK branch, or order by credit card, which is a lot easier and cheaper. Available from Martin Dilly, contact details below.

Contact Martin Dilly at:
Email: martindilly20@gmail.com
Phone 020-8777-5533
Or write to 20 Links Road, West Wickham, Kent, BR4 0QW.

BMK FREE FLIGHT PRODUCTS

BMK are a UK based company that specialise in electronic timers, Radio DT systems, GPS tracking systems, a Thermal Detection system, and a number of other products and accessories, including hard to find specialist LiPo batteries. The BMK website is at www.bmks.co.uk BMK also have a FaceBook page at <https://www.facebook.com/groups/bmkfreeflight> which has frequent updates and where queries can be answered.

JETEX MOTORS AND PARTS

Roger Simmons has a very impressive and useful website at <https://jetex.org/> As well as downloadable 'Jetex' plans, which include many unique semi profile modern designs (see https://www.jetex.org/jetex_plans/categories.php?cat_id=14) and good advice, we have stocks of TSP rocket motors. These are more than equivalent to the old Rapier motors and, though we have some stocks of L-3 and L-4 motors, we now concentrate on the more popular L-1 and L-2 sizes. See: <https://jetex.org/index.php/jetex-forum?view=topic&catid=8&id=439> We are able offer these new 'Spectre' motors at reduced prices for the UK modelling community.

MBS MODEL SUPPLIES

Supplying Quality products to serious modelers around the World.

MBS Model Supply
5322 NE Early Court, Topeka, KS 66617
Phone: (After 5pm Central Time or Weekends Only) (785) 221-7042.

Melvin's stock is almost exclusively Control Line items and I recently ordered from him line reels, bladder tube and end pieces, bellcranks and a few other bits and pieces.

Melvin was very patient - particularly in helping to sort out my being able to get the maximum amount of items, for the minimum amount (\$30.45 in my case) of postage. Also, the amount which he charged me for shipping was the amount that it cost him to ship the items - he did not make even one cent profit on the shipping aspect of my order.

Apologies if I am 'teaching granny to suck eggs' - but the current [U.K] limit to avoid import duties, is £135 - which includes the shipping costs. U.K Value Added Tax [VAT] is, in theory, charged on all goods imported to the U.K., unless the goods are gifts worth £39 or less, or unless the price that you pay already includes U.K. VAT.

Regards, Jeremy Wilkins

KANATA AIRCRAFT MODELS

Kanata Aircraft Models is a small business in Kanata, Ontario, Canada producing short kits of many Radio Control, Control Line and Free Flight models. Some are vintage designs, and others are our own design. KAM has been in business for almost 30 years exporting kits from Canada as far as India and Australia.

Aeromodeller's past editor - Andrew Boddington - gave us permission to provide short kits of the Pinocchio motor glider (designed by his father, David) to North American customers. Free copies of latest catalogues can be obtained by sending an email to kanataaircraftmodels@gmail.com

Mark Winstanley
Kanata Aircraft Models
kanataaircraftmodels@gmail.com
613-552-2054

RETRO RC - MARK FREELAND

My name is Mark Freeland, I am the owner, designer, manufacturer, packager, shipper, and janitor of Retro RC & Campbell's Custom Kits, www.RetroRC.us.com. There is only one person at Retro RC & Campbell's Custom Kits. So, I guess in response to your request in the March and April Hanger Doors for input for your Cottage Industries Directory that I may qualify.

I manufacture a variety of products ranging from RC & FF full kits and short kits, magnetic building jigs, toolboxes, battery boxes, glue caddies, accessories like thrust washers for rubber power. A recent addition of note is a Thermal Detector with an e'Paper graphical display of the past 4 mins of thermal activity. E'Paper is used as for its readability in direct sun light.

Each year I design & produce two kits specifically for the Science Olympiad contest (an annual US National Contest with many science disciplines between schools). One kit for the Middle School Flight event, and one kit for the High School event as they have different rules. (See the "Scholastics" page on my web site for this seasons offerings).

I also stock and sell many support items such as timers for E-36 and other electric FF models, FAI rubber, covering materials, wheels, motors, ESCs, props, printed plans and some Deluxe Materials products.

Thank you for continuing to produce the best all round modeling magazine in the industry, I have been a fan since my first purchase in 1968.

Contact Details
Mark Freeland
Tel: 01-248-212-9666
www.RetroRC.us.com
mark-freeland@sbcglobal.net (personal)
RetroRC@live.com (business)

NEXT ISSUE

HERE'S WHAT TO EXPECT IN THE NOVEMBER 2025 AEROMODELLER

Subscribe Today
SEE PAGE
56
Subscribe Today



▲ **FREE PLAN - MIKE SPENCER'S PEACEMAKER**



◀ **OXFORD MFC
SCALE FLY-IN**



◀ **POWER TRIP -
BOLL-AERO
MAJOR 4.4**

British Model Flying Association

Protecting and promoting UK model flying for 100 years

Unbeatable membership benefits include:

- CLASS LEADING £25,000,000 liability cover.
- £35,000 personal accident cover as standard.
- CAA Operator Registration - made easy as part of our membership process.
- The BMFA News magazine for members available as a paid subscription or free download.
Also, the ability to download the British Drone Flyers News.
- Expertise and guidance on all aspects of model flying is just an email or phone call away.
- Access to the BMFA Affiliated Club network (over 750 clubs)
- The BMFA Achievement Scheme - helping you succeed at your flying ambitions.



Yearly fee: Senior £49.00 / Junior £20.00
Family Partner £30 / Family Junior £15.00
Physical membership card £4.00
*NB membership year runs to Dec 2025
Are you ready to join us?
Join at: <https://bmfa.azolve.com>

T: 0116 2440028

W: www.bmfa.org

E: admin@bmfa.org

BMFA, c/o BGA, 8 Merus Court, Meridian Business Park Leicester LE19 1RJ



ModelFixings.co.uk

also the home of ModelBearings.co.uk

ALWAYS IN STOCK: Huge range of miniature fasteners, including our socket servo screws

- Taps, Dies & Drills ● Miniature Bearings ● Adhesives & Tools
- Circlips ● E-Clips ● Starlocks ● Shim Washers ● O Rings

EST. 2003
Fast mail order service

Tel: +44 (0)115 854 8791

Email: info@modelfixings.com

Dens Model Supplies

Traditional and Electric CL/FF/RC



Cox 049 engines and spares...ECL kits....CL & FF Electronic Timers.....Motors & ESC's.....CL accessories.....UK agent for Heisbok laser cut FF and RC Kits

On Line shop at www.densmodelsupplies.co.uk
Or phone Den on 01983 294182
for traditional service

TAKE A LOOK AT OUR OTHER MODELLING TITLES



DOOLITTLE MEDIA

Doolittle Media Ltd., The Granary, Doolittle Lane, Totterhoe, Bedfordshire, LU6 1QX, Great Britain
W. www.doolittlemedia.com E. enquiries@doolittlemedia.com T. +44 (0) 1525 222573

Tail End Charlie

THE THOUGHTS OF CHRIS OTTEWELL

SOUTH BRISTOL GALA

South Bristol MAC held their traditional July gala at Berkley once again this year, sadly I was unable to make it but Dave Hanks kindly provided plenty of information and some pictures to use in this brief report. (Editor: Denis Murphy's full report on this event was in last month's AeroModeller). The first piece of great news is that they were able to recruit four new members, mainly as a result of running the Dominator, 'one design' Combat event. Tony Parton Frost won the event with John Alcock second; however, a special mention must go to Colin Bell who came third in his first Combat event!

The second piece of news was that the high winds finally relented towards the end of the event, meaning they could run their popular "have a go" Control Line taster session with Ed Waddington's two sons, Benjamin and Alexander, along with their grandfather Dave all successfully flying the trainer. Since then, Benjamin and Alexander have flown again at Colerne and are proving very capable fliers! So that's a great result!

AEROSPACE BRISTOL

I made my first visit to this excellent museum with my daughter Louise a couple of weeks ago and we both had a great day out.

Naturally we had to take a look at their Bristol Fighter which as I expected, has a two bladed prop! But Louise was more interested in seeing the aircraft and equipment that her Dad, and Granddad were associated with, and hearing the associated tales of times gone by. That meant the Bristol Freighter,

Britannia and Concorde.

And we were in luck! For the first time, we found Concorde G-BOAF with the engine bay door open in such a way that I could point out the main fuel feed that I designed over 50 years ago! For the Britannia, sadly the only exhibit was the nose section of G-ALRX, the second prototype which, in the early 1950s, made a forced landing in the Severn at what is now the site of the "old" Severn Bridge (M48). Nevertheless, it provided a focal point for some tales of times gone by.

To see the Bristol Freighter, we had to wait for the afternoon guided tour of the restoration hangar where the machine returned from New Zealand is in several large pieces awaiting restoration. Louise and other visitors were particularly intrigued by the ladder from the main cabin to access the flight deck; a very unusual, if not unique feature, in a civil aircraft! Having called it a civilian aircraft, our guide told us that this particular example had in fact served in Vietnam with the New Zealand Airforce before being sold to SAFE AIR for civil use.

More time in the restoration hangar would have been welcome as the partly restored Bolingbroke (Canadian built Blenheim), and other bits and pieces, were worthy of further examination and explanation. In particular, as far as I know, this is the only place where you can see a We177 Nuclear bomb! (Don't panic, it's an inert drill round!)

As usual with museums, you exit via the gift shop. There I found a book of stories and anecdotes from Filton workers and took a look at it. I was delighted to discover that quite a few were



Benjamin on 'Have-a-Go' at Control Line at the South Bristol Gala.



Benjamin, David and Alexander Waddington.



Concorde Engine Bay 2025.



Some of the pipework around the Concorde's Olympus 593 powerplant. The large one near the oil tank is one I designed.

either written by, or mentioned, people I knew! In particular some were from aeromodellers, including my old friend and fellow Beaufort club member Tom Markham, so I bought a copy.

A piece by Keith Hickman, a South Bristol club member back in the 1960s, and who also graced our pages occasionally back in the day, also caught my eye. He was also a member of the Bristol Aces model group (part of the apprentice's social club) when they were asked by the company to build a model of a Bristol Fighter in Peruvian Airforce colours. Apparently, they had operated them up to WW2. A small group, including Keith, built it using the original Bristol drawings so authenticity was assured! Keith says it was large and canvas covered but sadly, "large" isn't defined. I guess at that time, "large" might have been around 60 inch wingspan.

The company librarian, Chris Barnes, researched the correct markings and serial number, and Keith assures us that "they made a very nice job of it". Having seen some of Keith's work, I'm sure they did.

Confronted with the job of delivering it to South America, they decided to get the company carpenters to make a box for it. It was then transported to Peru in the bomb bay of a Canberra bomber, directly to the Peruvian Airforce as a diplomatic package, thus neatly sidestepping customs.

So, that leaves just enough space for me to remind you to send me your anecdotes, questions and feedback either via the usual editorial address, or direct to me chrisottewell@anworld.com ■

AERO MODELLER

SQUADRON BOOKS



NEW

10271 TBD DEVASTATOR IN ACTION

In Action books are books that trace the development of a single type of aircraft, armoured vehicle, or ship from prototype to the final production variant. Experimental or "one-off" variants can also be included. The first In Action book was published in 1971.

ALSO AVAILABLE



10270 B-36 PEACEMAKER



10269 F-16 FIGHTING FALCON

DETAIL IN ACTION

- B-25 MITCHELL
 - M19-M20 TANK TRANSPORTER
 - F8F BEARCAT
- #### AIRCRAFT WALK AROUND
- SAAB 37 VIGGEN
 - HEINKEL HE 111
 - F9F COUGAR
- #### ARMOUR WALK AROUND
- VALENTINE TANK
 - PRE-STANDARDIZED JEEP
 - PANZER 38(T)

And hundreds more...

www.doolittlemedia.com

E. enquiries@doolittlemedia.com T. +44 (0) 1525 222573

Doolittle Media Ltd. The Granary, Doolittle Lane, Totternhoe, Bedfordshire, LU6 1QX

Some of our kits now available through
Micron Radio Control



1913 Eastborn Monoplane

1:12 scale, 28" span fine scale model for electric or CO2
dummy engine kit available separately

Offering over 90 original retro & vintage RC and FF model
airplane kits plus many unique laser cut accessories, building
jigs, tools organisers and glue caddies

Benny Howard DGA3 "Pete"

1:12 scale, 20" span "foamy" great for indoor pylon racing



Baby Biwinger

13" span, float kit available separately



50" Dallaire Sportster

54" span 1/2A or electric Texaco



The Limey

20" span RC Ebenezer



The Hun

19" span RC Ebenezer



www.RetroRC.us.com

retro RC & FF model aeroplane kits

